

# The Northwest

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## DAKOTA HOMES AND HOPES.

*Written for The Northwest Magazine.*

It seems but a little while ago that we, of the present active generation, were children in school, and Dakota was, to our minds, a howling wilderness of prairie fires, ravenous wolves and roaming herds of stampeding buffalo; and where, six months out of the twelve, it was too cold to live, unless, indeed, one chose an Icelandic existence. Now, Dakota means a land of endless billowy prairies intersected by winding valleys and coulees—threading each valley a narrow stream edged by trees, and trickling through each coulee a tiny flow of water, usually hidden from view by the tall coulee grasses. A land over which bend the most marvelous skies, and where myriads of sweet singing birds have not yet learned fear of the human race. It is a land of steady sweeping winds, strong, on-rushing winds, that sift the fine dust of our rich soil into every nook and cranny of the housewife's dominions, and strengthen the growing stalks of grain, and keep the air ever fresh and pure. It is a land where within two weeks the snows may melt, the grass grow green, and dainty violets, resplendent lupins, and bewildering ranunculi bloom out, while within the third week may be blossoming roses everywhere, and blue-bells swinging in the air.

Roses! Who loves roses? Come to Dakota and behold our prairie roses, from the purest white to the faintest pink, and on down the shades to the deepest crimson—sweet, dainty, with absolutely perfect bud clusters. Gorgeous lilies hold their glowing cups to the sky, the loveliest daisies that ever gladdened the eye of daisy lover, white spirea, golden-rod, coreopsis, chrysanthemum, marvelous onagraceæ, and hosts of lovely flowers for which our botanists hold no names, come trooping all the summer through.

Driving over the prairies in the shimmer of a perfect June day, the display of grasses is like a dreamy panorama. Sheeny masses of tangled wild oats, stretches of fine, beautiful buffalo grass, clumps of shiny, waving, em-purpled plumes, acres of red-top, meadows of tall, luxuriant coulee grasses, little pyramidal heads of yellow, red, and green, and heads white with their snowy anthers—all in the pleasant June sunshine, with the flowers in among.

To some, who have come to this new land, Dakota is a delight, and means, in one word, *health*. Who knows what it is, in pain and weariness, to watch

the years go by, stealing the sweet freshness and promise of youth, mocking its hopes, burning its castles and treading ruthlessly over thier ruins, and giving not one gift or grace of maturity in return? If such might come to Dakota, and in nine months learn to accept the bitter fate of the lost years—learn to again look forward with hope—*hope!*—then they, too, may find Dakota a delight. If, over the crisp, powdery snow, in the brilliant sunshine of a

isms of necessity. How true this may have been of Ohio, Illinois, Iowa and other earlier settled territory I cannot, indeed, say; but here, in the beautiful land of the Dacotahs, breathes the concentrated poetic spirit of all bygone centuries. Is there not inherent in the human creature a love for the wonderful and fresh? for things that are real and true? practical, and yet beyond a set, treadmill routine of living? Are there not times for us all when a fair

vision of a city with slender, gleaming spires and high towers lies under the golden sunshine in the delicious distance just before us—a half day's journey, as it were—at whose end we might leave all the fret and worry, uncertainty and disappointment of the past surely behind us, and *be within*—a part of—the enchanted place? At whose very gates we are well assured that, as a travel-stained garment, we shall drop the sordidness of living, the doubts, the harrowing cares, the unrest, and *regrets*, and find ourselves, with all our possessions, in an atmosphere of perfect peace; all our longings realized, all our dreams come strangely true; where we shall once more be *satisfied*, as we were in childhood; when, held in a mother's arms, the world was full and life was safe.

Some of us, surely, have stood upon this prairie sod, beneath this matchless sky, with the vision before us. And the sweetness of its perfume still haunts the air, and always will; the quiver of its thrilling music still vibrates about us, and always must; the grace of its matchless structures is ever appearing, like a mirage before our eyes. They did exist, and cannot vanish!

How fair it is, in this glory of sunshine—how very fair! And yet shall it not be that the mirage shall give place to solid brick and stone?

Come, climb with me these northeastern bluffs. Ah! did you know it might be so easy as this to climb? How elastic and buoyant you are! How your eyes sparkle and your cheeks glow! The light snowfall is dry and powdery, and flies before our advancing feet in a glittering spray. What depth and expanse of blue sky stretches over

us. In what a glory of sunshine are we, and is all that we see! Through what an inspiring, electric fluid do we move, and how it sends the crimson tides bounding through our veins! We reach the top, and before and around us stretches the sky-walled prairie; glittering white and awfully still. Now turn and look off down the valley. There shall stretch the broad avenues of wholesome, happy



MORNING ON A DAKOTA PRAIRIE.

Dakota winter's day, with the mercury at zero or below, you can take a five-mile walk and return in buoyant spirits, with only a feeling of refreshment, and in a delightful glow from head to foot—then you, who have been sick, weak, and miserable, may learn what Dakota may mean.

It has been said that in a newly settled country there is no poetry; only the bare, blank, hard real-

homes. There, in long, solid lines, are the marts of busy trade. There, in the tangled maze of towers and spires, and roofs, and walls, and under the hazy atmosphere of a great city, dwell the Soul of Music, the life of Art and the Art of Life. Here is achievement unbiased by previous conditions. All may be rightly begun, and all may righteously proceed. You live unconsciously under an enchantment which it is absolutely impossible for you to dispel. Something beyond yourself might break the charm—some outside and barbarous power may snatch from you poor Titbottom's spectacles; and, as the cold wind whistles drearily around you, you may look down with a shiver—and a sigh—upon a straggling collection of pine houses and shanties, a couple of elevators beside the railroad track, and half a dozen new—very new—brick and stone buildings; the bleak, snowy bluffs may stare you in the face from the west and south; a dark, heavy bank of cloud may have come up in the west, and now it has shut you in—away from the sun and the sky—and, with a sinking dread at the heart, you may feel how empty, and blank, and bare, and hungry life may be! But, as you wearily pick your way down the stony bluff—passing all along your crumbled Spanish chateaux—you meet one and another for whom the charm remains unbroken, and, may be, always will! Look at them. How buoyantly they tread the earth! What a happy light is in their eyes! With what a lofty poise do they move along! Who knows what vision shines before their blissful gaze?

I know not—only this do I know: That the fresh grass, and flower, sweet air that fans your cheek, is thronged with the poesies of a thousand souls—with the fair and holy dreams of innumerable longed-for, happy homes. As Michael Angelo released the imprisoned angel from the insensate block, so may the home seeker toil for the emancipation of the fair and holy angel, the spirit of the ideal home.

What is it that makes a spot or a land poetic? Is it not the subtle spirit of the poetic faculty in the soul of man, clinging to and associated with some definite place?

From the very beginnings of the race, and with the growth of the race, has the home idea developed:

"Build thee more stately mansions, O, my soul,  
As the swift seasons roll!  
Leave thy low-vaulted past!  
Let each new temple, nobler than the last,  
Shut thee from Heaven with a dome more vast,  
Till thou, at length, art free;  
Leaving thine outgrown shell by life's unresting sea,"

—is hardly more applicable to the individual spirit of man than to the spirit of the home of man.

As from the crudest barbarity to the noble and gracious being whose sentient powers scan the world, from the minutest revelations of chemistry and the microscope to illimitable reaches in psychology, and to cycles on cycles of the starry universe, so, to the race, has the home grown from a mere place to sleep and eat and rest, and in which to be sheltered from storm and heat and cold, to be, in the Christian world, the incentive to, and the goal for, the highest human endeavor, the fountain of human joy; and in the dawning age shall it be known that, through the Christian home, and the home alone, shall be vanquished all human foes, and woes, and crime.

NINA C. KINNEY.

Jamestown, Dak., June, 1886.

#### Twin Cities.

[St. Paul and Minneapolis, seen from a bluff on the Mississippi River.]

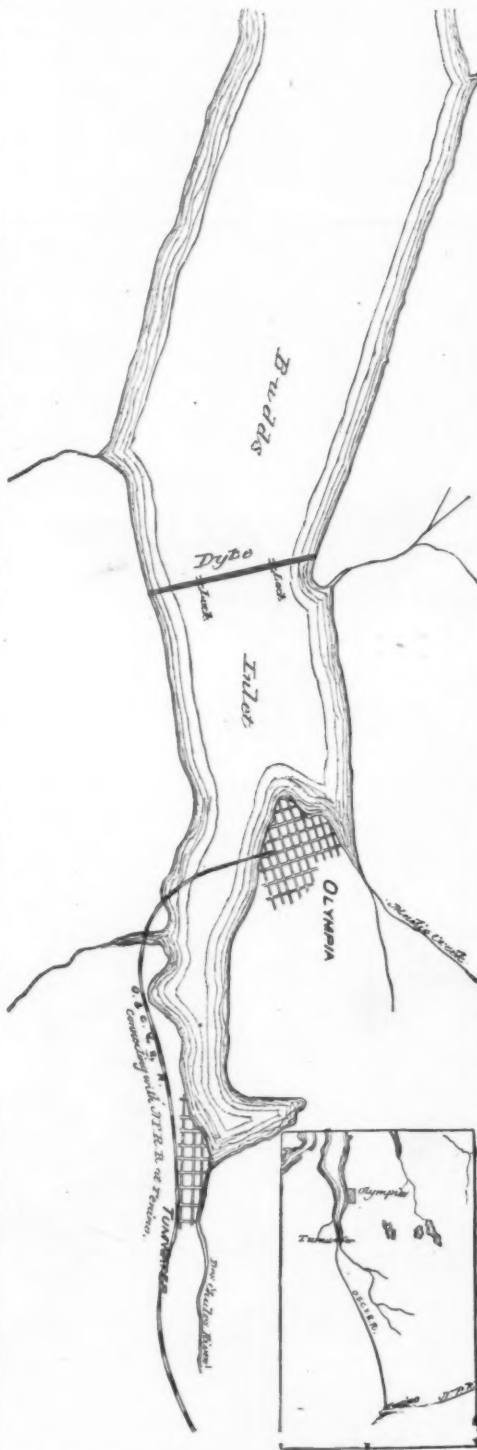
As Leda's twins, throned in the skies above,  
Clasp each the other on their shining way,  
So in strange nearness and suspicious love  
Two cities here embrace with separate away;  
The Mississippi's waves around them play,  
And mighty railways thunder at their feet.  
Under the splendors of the Northern day  
You hear the midland traffic of many a street.  
A thousand prairies send their tribute here.  
Below them sails the Mississippi's fleet.  
Born like Aladdin's, new walls and spires appear,  
And some day, in a circuit more complete,  
The two with their swift history just begun  
Will move and melt and murmur into one.

—Joel Benton, in Pioneer Press.

## OLYMPIA.

Some Account of the Beautiful Capital of Washington Territory.

The picture on the next page is a view of Olympia, Washington Territory, from the high ground south of the town, and is engraved from a photograph. The camera never exaggerates the natural picturesqueness of any scene and rarely does justice to a landscape. Pretty as the picture is, Olympia is



MAP OF BUDD'S INLET, PUGET SOUND, WASHINGTON TERRITORY.

much prettier with its groves and flowers, its ever-green forest setting, and its blue bay stretching northward to the horizon line. "Looks like a New England town," is what most people say on coming to the capital of Washington, and they wonder at such a close resemblance in a place 3,000 miles distant from Boston, forgetting how migratory is the New England element and how far reaching are New England ideas. It is not to be marveled at, however, that the people of Olympia should have

flower gardens and shaded lawns, neatly painted houses and picket fences, church steeples and good school buildings. The place dates back to 1846, and has thus a very respectable age for a Western community. It was made the capital of Washington when the Territory was created in 1853. As the oldest town in the Territory it has a right to be the most trim and neat and comfortable in its appearance. It lies at the head of Budd's Inlet, the most southern arm of that superb, land-locked stretch of sea water generally known as Puget Sound.

Olympia's facilities for travel and commerce consist of steamboats on the Sound and a narrow gauge railroad connecting it with the Northern Pacific at Tenino, fifteen miles distant. This road, called the Olympia & Chehalis Valley, is to be extended down the fertile valley of the Chehalis to the sea at Gray's Harbor. When the extension is built much new territory will become tributary to the town. Olympia would be a seaport for vessels of the deepest draft were it not for the shallows lying right in front of its wharves, which are bare at high tide. The deep water of the Sound is in plain sight down the inlet, and there is unobstructed navigation thence all the way to the open ocean nearly two hundred miles distant. If the town had originally been built a few miles down the inlet instead of at its extreme end it would have perhaps been selected as the terminus of the Northern Pacific, and its history would have been a much more eventful one. Its enterprising citizens think that it is not too late to remedy, in part at least, the error of location, so far as the harbor is concerned. A project is on foot to construct a dam with locks that will hold the tidal flow during the ebb and thus secure deep water at all times at the wharves of the city. The plan of the engineers is outlined on the map which appears on this page. As to its entire feasibility there is no question. When carried out Olympia will be placed on an equal footing, so far as harbor facilities are concerned, with Tacoma, Seattle and Port Townsend, with the special advantage of being at the head of the navigation of the Sound. The dam will form a fresh water harbor with a depth of thirty-four feet at all hours, while the salt water depth at lowest tides will be seventeen feet.

Olympia has excellent public schools, and besides, in the way of high class educational institutions it has the Methodist Collegiate Institute, and the Providence Academy, maintained by the Sisters of Charity. There are six churches, Methodist, Baptist, Catholic, Episcopal, Presbyterian, and Episcopal; three weekly newspapers, a Territorial library of 6,000 volumes and a Good Templars library of 2,000 volumes. All branches of business are well represented. The land office for Southwestern Washington is located there, also a United States signal office and the office of the collector of internal revenue. The society of the place is refined and agreeable. Indeed, as the residence of the Territorial officers and the place of meeting of the legislature, it has special social attractions not possessed by the other Washington towns.

Thurston County, of which Olympia is the county seat, has an area of about six hundred square miles and a population of about 6,000. The surface of the country is gently rolling wooded hills, reaching, in places, quite high altitudes, especially on the western end, where it borders the Coast Range Mountains. There are many small valleys, flats and stretches of bottom land along the streams where agriculture may be carried on, while several tracts of prairie land add considerable to the arable area. These latter contain a number of the finest farms to be seen in Washington Territory, and have been cultivated with uniform success for many years. The entire area, in its natural state, is densely wooded with fir on the hills, and cedar, oak, maple, ash, and alder on the lower levels. Thurston has many advantages for dairy farming. There is no thunder storms to sour the cream, nor noxious weeds to give the butter a bad flavor. The sweetest of grasses are abundant the whole year round and the climate is

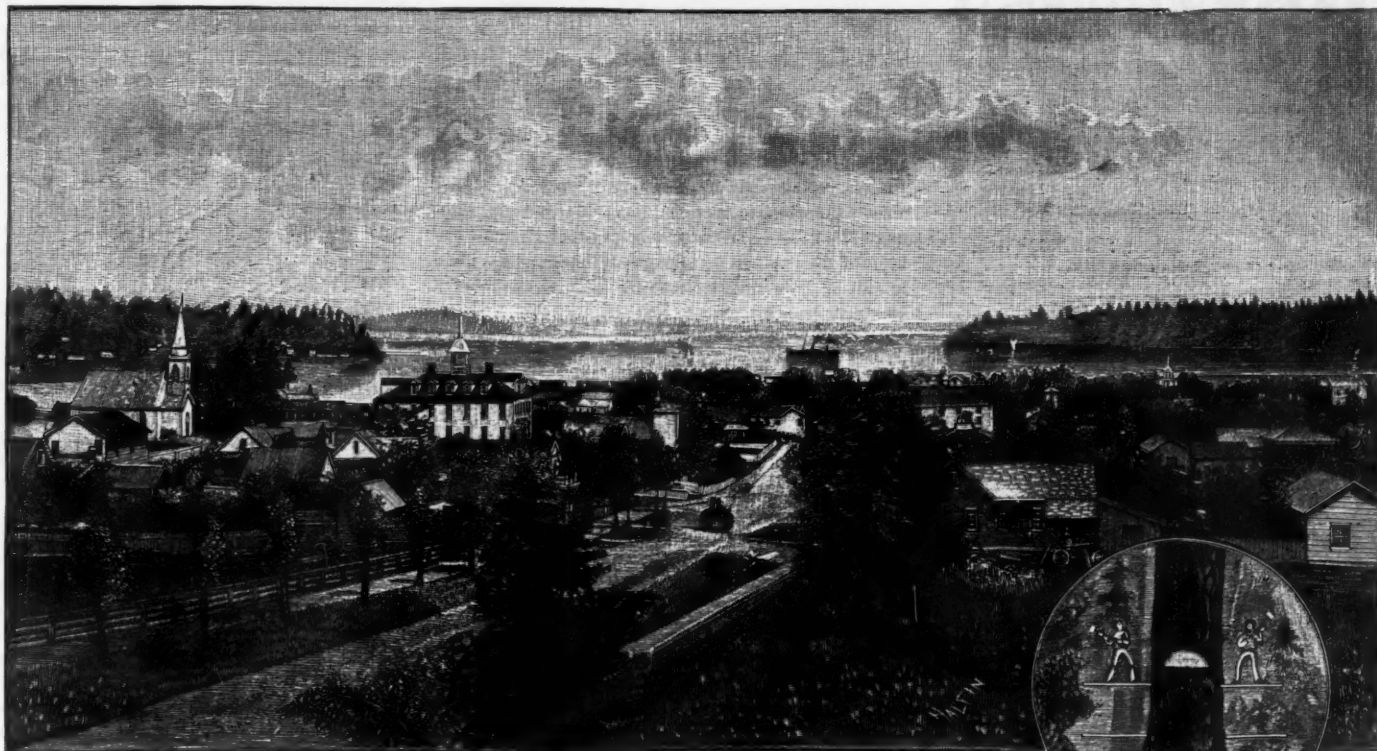


so mild that little shelter is required for stock. Eastern readers must constantly bear in mind when they read of the climatic conditions of the Puget Sound region that they are altogether peculiar and not to be compared with those of any part of the Atlantic Coast. The warm Japan current, blowing

Tumwater, a village about one mile south of Olympia, utilizes the picturesque Tumwater Falls in the manufacture of flour (12,000 barrels annually), lumber, sash and doors, furniture and water pipes. These falls are on the Des Chutes River, and are three in number, the total fall being eighty-two

#### WASHINGTON LIVE STOCK IN MONTANA.

The shipment of live stock from this city to the mountain regions of Montana has been quite an extensive industry for some time past and the de-



VIEW OF OLYMPIA, WASHINGTON TERRITORY. [From a photograph by Clark.]

into the great funnel of the Sound, makes a mild, open, moist winter highly favorable to vegetation.

Although not a new county Thurston has still a great deal of rich free Government land to offer to the homestead settler. The number of acres of land entered as homesteads in the register's office at Olympia, during the quarter ending March 31, 1886, was 24,156; acres of preemption sold, 10,721; acres of pre-emption filed on, 19,400. The unoccupied land is all forest land. It takes time and labor to clear it, but when once cleared it makes rich farms, well suited for diversified agriculture, fruit culture and stockraising.

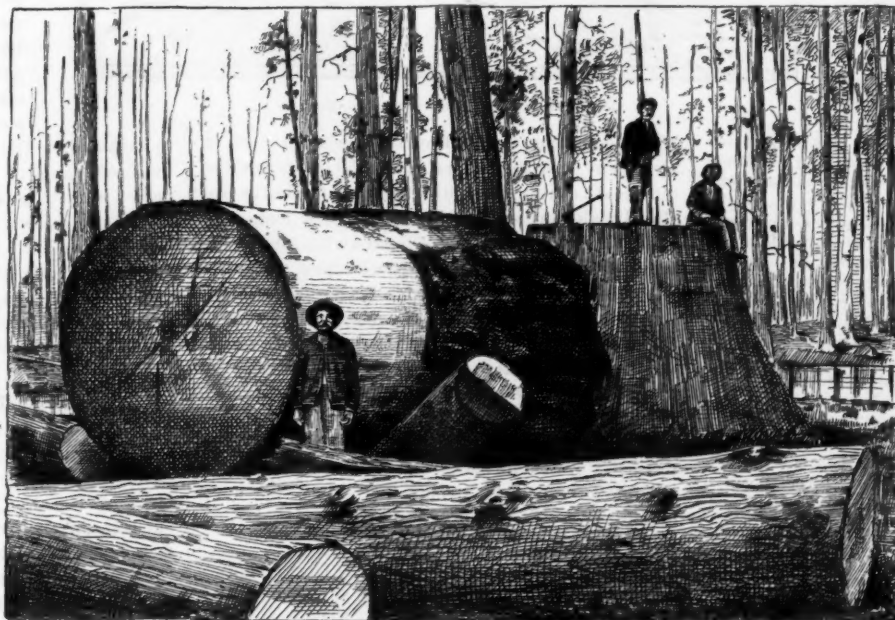
Amount of taxable property returned by the assessor in the city of Olympia for 1885 was \$1,350,800; Thurston County, \$2,100,000; total, \$3,450,800. This was exclusive of railroad taxes. Number of school districts, 37; number of schoolhouses, 36; value of school houses, \$8,000; number of school children, 1,400; average salary paid teachers, \$33.33.

The principal manufacturing industry is lumbering. The total annual output of the lumber mills of Thurston County is about 9,000,000 feet, principally used in home markets.

Olympia has a fair share of manufacturing establishments: three saw mills, a clam cannery, sash and door and furniture factory, etc. The Puget Sound Pipe Company's works, for the manufacture of Horton's patent water pipe, are located here.

feet. A large proportion of the water power is still unused and affords a basis for new manufacturing concerns.

One of our pictures is a scene in the woods near Olympia, where the lumbermen are at work cutting the magnificent timber that furnishes a large part of the commerce of the Puget Sound country. The picture below, drawn from a photograph by our artist,



LOGGING NEAR OLYMPIA. [From a photograph.]

shows without exaggeration, the enormous bulk of the trunks of the Douglas fir. This noble tree is the monarch of the forest in all the regions west of the Cascade Mountains, both in Oregon and Washington Territory.

THE NORTHWEST MAGAZINE sent to any address one year for \$1.50.

mand yet exceeds the supply. The shipments heretofore have been principally cattle and horses, but to-day Andy Evans shipped to Helena four carloads of hogs. Owing to the prevalence of hog cholera in Montana the large cities of Helena and Butte now look for their pork supply from Walla Walla, and

our farmers should make a note of it with an eye to future profit. To-day, also, Wm. Kirkman ships to Helena 112 head of beef cattle which average 1,404 pounds each, or 157,248 pounds in all. These cattle have been fed all winter and spring near the city and are fat and in prime condition. The extensive purchases of sheep also by Montana buyers prove beyond a doubt that there is great profit in live stock of all kinds. There are now several buyers in the country buying up stock. Not only is Montana draining us, but Puget Sound also, and on Saturday two carloads of beef cattle will be shipped to Olympia.—Walla Walla (W. T.) Statesman, May 13.

THE Miles City Dressed Meat Company has been

organized for the purpose of slaughtering and shipping refrigerated meats from that place to Eastern consumers.

THE Sprague (W. T.) Journal publishes a list of 235 farmers in the vicinity of Sprague who have over 16,000 acres of growing wheat. It says that there are 4,000 more acres.



THE NORTHWEST MAGAZINE got upon wheels again in May for its summer outing in the new regions lying between the Great Lakes and the Pacific Coast. The little red car of last year was succeeded by a big yellow car,—in fact, a large passenger coach transformed by order of General Manager Oakes, of the Northern Pacific, into comfortable traveling quarters. Assistant General Manager Odell took a sheet of paper one day and roughly outlined with a pencil a plan for the interior arrangement. This plan went out to Master Car Builder Barber, at the Como shops, in St. Paul, with the result that in less than a week there appeared in the yard back of the Northern Pacific Building a complete office and dwelling on wheels,—spacious, cool, clean and pleasant. One-half of the interior space is the working room for the editorial, art and business departments of the magazine. Here are large tables with capacious drawers, racks for papers, chairs, a lounge, a stove to take the chill off the evening air in the Rocky Mountains, and three of the passenger coach seats. On the walls are examples of Mr. Burbank's art work, and also a series of sketches of towns made by Mr. Passmore, the artist of last year's expedition. A partition separates the office from the sleeping apartment, which has four lower berths, a place for trunks, a wardrobe, a closet and a wash room. The change from a passenger coach was made at a remarkably small cost, the partitions being of stained pine, so constructed that they can be taken out readily, and the coach restored to its original uses by replacing the old seats.

The plan of campaign formed at starting, subject to variation as circumstances may make desirable, was as follows: First to visit the towns at the head of Lake Superior,—Duluth, West Superior, Superior and Ashland,—and return to St. Paul; then to run without stopping to Billings, Montana, and work westward, making short stops at Livingston, Bozeman, Townsend, Helena, Missoula, and Spokane Falls. At either Spokane Falls or Cheney, the editor and artist will leave the car and go through the Big Bend country in a wagon, crossing the Columbia near the mouth of the outlet of Lake Chelan, proceeding to the east end of the lake, then to the Wenatchie Valley, and then to the Yakima Valley at Ellensburg, where the car is to meet us. Visits to the railroad towns of Washington and Oregon will follow. On the return trip the Eastern Montana towns of Miles City and Glendive will receive calls, and about a month will be spent in North Dakota and Western Minnesota, stopping at all important points. A trip to the National Park is on the program for August, and we expect to go to Butte in September, if the railroad from Garrison is widened by that time so that a Northern Pacific car can get into Montana's richest and most populous mining camp. A member of our party will visit the Cooke City, Phillipsburg, Cœur d'Alene and Colville mining districts during the summer. This program, if carried out, will enable us to take note of nearly everything of interest in the way of new development in the entire 2,000 miles' stretch of country between Lake Superior and Puget Sound.

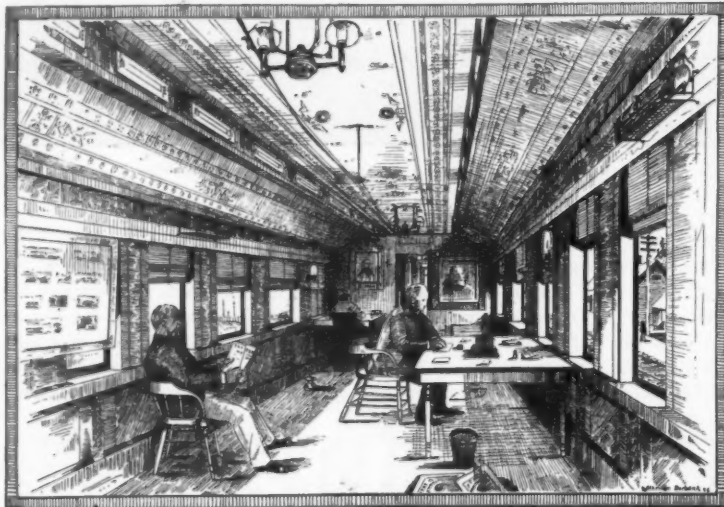
The members of our traveling staff are E. V. Smalley, editor of THE NORTHWEST MAGAZINE, Elbert Burbank, artist, and Frank I. Tedford of the business department of the magazine. All descriptive writing will necessarily be brief and condensed, on account of the great amount of ground to be covered, and the editor will assume that most readers have followed him in his previous annual transcontinental tours,—this being the fifth,—and he will, therefore, not repeat what he has already written. His aim will be to see new regions not before described, and new things in places he has already visited. For greater ease and freedom in writing he will now drop the editorial "we" and use the personal pronoun of the newspaper correspondent.

## I.

## AT THE HEAD OF LAKE SUPERIOR.

Leaving St. Paul on the sixteenth of May THE NORTHWEST car ran to Brainerd as the end of the night

train, and was there side-tracked till morning, when the east-bound train picked it up and hauled it through the lonesome Northern Minnesota forests to busy Duluth. The Zenith City was so amply described by Col. Lounsbury in the June number of this magazine that nothing need be said here of its great business activities and its remarkable growth. With the important railway and dock improvements now going forward, the huge elevators receiving and pouring out the yellow grain of the Dakota prairies, the big propellers and steam barges and the white-winged schooners arriving and going, the clatter of hammers and trowels, and the bustling street scenes, it makes a strong impression of growth and prosperity. All former skeptics are now convinced that a large commercial city is fast coming into existence here at the head of the greatest of the great lakes. The town is full of newcomers, rushing about, each with speculation in his eye, or on the lookout for solid business opportunities. Twenty real estate firms advertise in the *News*. This fact alone tells the story of the rapid rise in values and the brisk demand for property for both investment and building. A friend drove me from one end of the place to the other, a distance of not less than four miles, and in all parts of the long, thin strip of city, squeezed in between the water and the granite hills, I saw new buildings rising, streets being graded, sidewalks building, and improvements of all sorts in progress. The scant



INTERIOR OF THE NORTHWEST MAGAZINE CAR.

3,500 population reported by the census of 1880 is already at least 20,000, and will be 50,000 before the nineteenth century goes into history. Suburbs are already laid out on the lake shore, and a long way west at Oneota, on the Bay of Fond du Lac, and population is overflowing to the Wisconsin shore, where the fine plateau of West Superior invites occupancy. Frequent local trains run between Duluth and West Superior and old Superior, over the new bridge across the Bay of St. Louis. Nearly the whole surface of Rices Point is now occupied by grain elevators and railway tracks. The railroads are piling and filling in all the low ground in face of the old part of the town. A system of docks and slips, ample for all possible growth of lake commerce during the next decade, is in progress of rapid construction. In a word, Duluth is very much alive.

I heard Gilmore's Band play in the Opera House, a theatre so pretty that it would be admired in any Eastern city. Gilmore made a neat little speech, introducing a march by a Duluth composer, Prof. Brooke, and took occasion to speak of the growth of the town, saying he had found difficulty in getting his musicians together, so many were out looking at real estate. It came out next day that the veteran leader had himself bought several lots, and that two other members of his band had made like investments.

Renew your subscription to THE NORTHWEST MAGAZINE.

## II.

## WEST SUPERIOR, WISCONSIN.

This new and growing town, in its present aspect, is a natural adjunct and overflow of Duluth. Its situation, for both rail and water commerce, is so admirable that had it been founded a few years sooner Duluth would probably have been its suburb instead of the positions being reversed. On the east it faces the long spacious bay of Superior; on the north the broader bay of St. Louis. On these two beautiful inlets of Lake Superior there is wharf frontage sufficient for the needs of a large commercial city, and the plateau of West Superior, level, save for its gentle slope toward the water, is well adapted for railway uses, for manufacturing enterprises requiring ample grounds, and for the streets and buildings of a busy town.

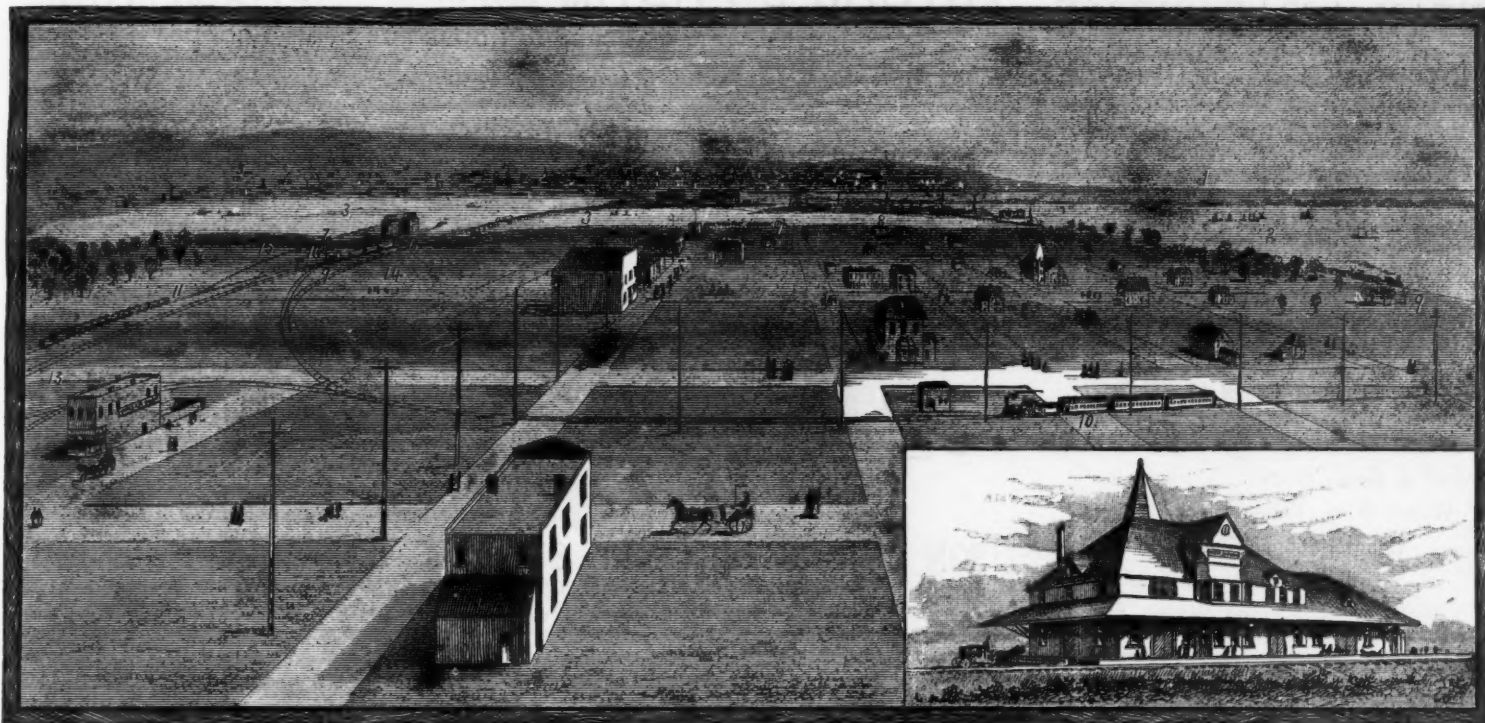
I cruised along the harbor front of the present site of West Superior in a tug in the summer of 1884. There was nothing to see then but woods and water. The following winter I walked over on the ice from Duluth to look at the beginnings of the projected town, which then consisted of a clearing and two houses, and to see the pile-driving work for the great Northern Pacific bridge. Now West Superior can show a handsome union depot, a large hotel, a school house, the big Manitoba Railway elevator, under construction, the great coal dock of the Lehigh Company, and perhaps a hundred stores and dwellings. Laying claim to the improvements in Conners Point, as it has a right to do, for the point belongs to West Superior, it can also enumerate among its possessions two big saw mills, and the extensive docks of the St. Paul & Pacific Coal Company. Another year's growth will make the picture on the next page of THE NORTHWEST only interesting as a thing of the past.

Six trains now run daily each way between the Superiors and Duluth, the local run being operated jointly by the Northern Pacific and Omaha companies. The long Northern Pacific bridge across the Bay of St. Louis, with its two iron draws, is used by the Omaha Company for its trains to St. Paul and Chicago, and by the Northern Pacific for its connection with its main line west and for its Wisconsin division trains to Ashland. The Manitoba Company has a few hundred yards of track already laid to its enormous elevator, as an earnest of its purpose to build a road of its own at an early day from Hinckley to West Superior. At present its trains from Hinckley run over the St. Paul & Duluth tracks. This elevator, by the way, with its storage house attached, will have a capacity greater than that of any elevator in the Northwest, being able to store about 3,000,000 bushels of wheat. It will be completed this year.

The great Lehigh dock will be the largest on the lakes, and will be 200 by 2,000 feet, covering seven acres of ground. It will cost, when completed, \$300,000, and will have a storage capacity of 300,000 tons of coal. The dock is of crib work, twenty-one feet and six inches in height and sunk sixteen feet below the water, and will have a pile facing. Slips will be made on both sides, one hundred and fifty feet wide and eighteen feet deep. The dock is being built in two sections. The first section will be completed and equipped to receive coal by August 1st, and by the fifteenth of September the other section will be completed but will not be equipped with machinery this season. The work will require 4,000,000 feet of lumber.

All new roads coming to Duluth from the west or south, and there are many projected, must come first to West Superior. The situation of the place is so favorable for manufacturing and other business en-





GENERAL VIEW OF WEST SUPERIOR, WISCONSIN. [From a Sketch by Burbank.]

1. Lake Superior. 2. Superior Bay. 3. St. Louis Bay. 4. Duluth. 5. Oneota. 6. St. Paul, Minneapolis & Manitoba Elevator. 7. Lehigh Coal & Iron Co.'s Dock. 8. Tower Bay. 9. Tracks Northern Pacific R. R. Co. 10. Tracks C., St. P., M. & O. R'y Co. 11. Tracks L. S. & S. W. R'y Co. and St. P., M. & M. R'y Co. 12. Union Depot Grounds. 13. Grounds C., St. P., M. & O. R'y. 14. Grounds N. P. R. R. Co. 15. Grounds St. P. & D. R. R. and St. P., M. & M. R'y.

terprises requiring a good deal of ground and convenient shipping facilities by both rail and water, that its steady growth is fully assured.

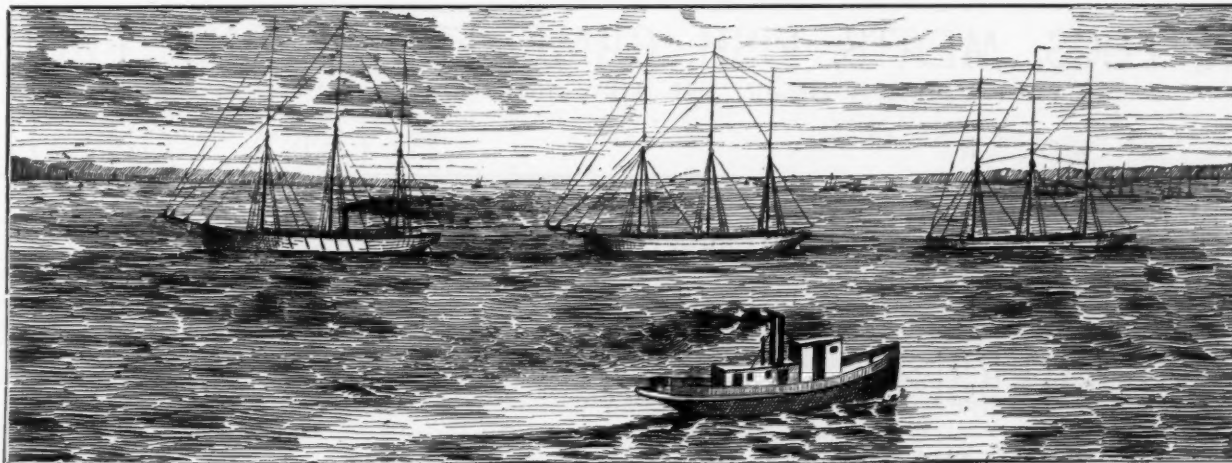
West Superior is in fact a creation of the railroads. It was established by the Land and River Improvement Company, a strong and liberal corporation of St. Paul and Eastern capitalists, but back of it from the start were five railroad companies, which, with sagacious foresight, secured each from twenty to forty acres of ground, with water front, in the new town, besides jointly purchasing union depot grounds, anticipating a business in the near future which will demand such extensive accommodations. At no other point on the Great Lakes have such extensive terminal

and Chicago. The local "Short Line" trains are run over the bridge connecting West Superior with Duluth, also with the St. Paul & Duluth Railway south to St. Paul.

### III. OLD SUPERIOR.

Superior, generally known now as Old Superior, to distinguish it from the new town, is an interesting historical relic, whose hopes were blasted and whose vitality was absorbed by Duluth. It has a noble town site on a high plateau opposite the entrance to the bay, but sites do not make towns. It

of 30,000 souls. The surrounding country is all wild land. How the villagers live is a question usually answered by the statement that most of them subsist on the taxes paid by non-resident lot holders. There are county and town officers to draw salaries, besides streets are graded, sidewalks and bridges built, school houses, county buildings and a town hall erected; and all this work puts money in the pockets of the residents. With several thousand town lots to tax every year, owned by people scattered all over the United States and Europe, a considerable sum is realized for municipal expenditures. The greater part of the enormous townsite will probably be occupied eventually as a residence



AN ORE FLEET LEAVING ASHLAND, WISCONSIN. [From a Sketch by Burbank.]

facilities been secured by railroad enterprise. The West Superior location was selected with great care, to give the greatest practicable economy and convenience in the interchange of business between water and rail and between the different railroad lines. The five railroads unite to form a terminal company, which owns the handsome Union Depot, and the grounds attached to it.

The present rail facilities of West Superior are furnished by the Northern Pacific, running west to Dakota, Montana, Idaho, Washington and Oregon, and east to Ashland, Wisconsin, where it connects with two roads for Milwaukee and Chicago, and the Chicago, St. Paul, Minneapolis & Omaha for St. Paul

takes men of energy and resources to do that. Superior has done little but wait ever since it was started by a company of distinguished Southern politicians in the ante-war times, and has, in late years, looked with envious eyes on the steady growth of Duluth, on the rocky hillsides at the head of the bay. It has railroads from three directions now, passing through on their way to Duluth, but it does not seem to be much more alive than it did when I first landed there in 1863 from the old steamboat, "Traveler," at the end of a long voyage from Cleveland. There are about 2,000 inhabitants in the place, occupying, with their widely scattered dwellings, streets and blocks enough for a city

suburb of Duluth. If Duluth grows up to a population of 100,000, all the good building ground around the bays of Superior and St. Louis will be needed for her uses. Holders of Superior lots, or their heirs, may then find their investments profitable.

### IV. ASHLAND, WISCONSIN.

THE NORTHWEST ON WHEELS left Duluth at 5:45 on the morning of May 20th, attached to the train on the Wisconsin division of the Northern Pacific, bound for Ashland, Wis. Half an hour later Old

**UTAH ASSAY OFFICE.**

J. T. GOVE, Prop.

Helena, M. T.

FOURTEEN years' practical experience Smelting, Assaying and Laboratory Work in Colorado, Nevada and Utah. References: Wells, Fargo & Co., Walker Bros., McCormick & Co.; T. R. Jones & Co., banks and bankers, Salt Lake City. Send for shippers' instructions and prices.

**T. W. WELTER,**

RESIDENT

**Supervising Architect**

OF THE COURT HOUSE AT HELENA.

ARCHITECT OF—

Sanford &amp; Evans Block,

Wilson Block, Parker Block,

Congregational Church,

Judge Chumasero's residence,

Judge Wade's residence.

**ARTHUR P. CURTIN, WHOLESALE & RETAIL FURNITURE,**  
DEALER IN

CARPETS, WALL PAPER, AND HOUSE FURNISHING GOODS.

TOWELS, Table Linens, Napkins, Sheetings, Feathers, Mattresses, Bedding, Window Shades, Lace Curtains, Cornices, Cornice Poles, Mirrors, Brackets, Mouldings, Pictures, Frames, Easels, Music Cabinets, Statuary, Plain, Fancy and Japanned Chamber Goods, Baby Carriages, Swings, Jumpers, Hammocks, etc. The leading house of the Territory in above lines, and the most complete stock between St. Paul and Portland. Goods bought from manufacturers direct, for net cash, and shipped in unbroken car lots, thereby securing lowest rates of freight, is a guarantee that lowest prices will be named. An examination of stock and comparison of prices respectfully solicited. Salesrooms on Jackson St., opp. New P. O., one door north of Broadway, HELENA, M. T.

A. G. CLARKE.

THOMAS CONRAD.

JOHN C. CURTIN.

[Established 1864]

**CLARKE, CONRAD & CURTIN,**

WHOLESALE AND RETAIL



IRON AND STEEL, MILL SUPPLIES, HOSE, BELTING, ETC.

Tinners' Stock and Hardware, Glass, Crockery, Wood and Willow Ware.

52, 54 &amp; 56 South Main Street, - HELENA, MONTANA.

**W. E. NORRIS & BRO.,****MANUFACTURING STEAM-POWER CONFECTIONERS.**

As fine a line of CANDIES as can be procured in the Northwest, at St. Paul and Chicago prices. Send for Price List.

MAIN STREET,

HELENA, M. T.

**INTERNATIONAL HOTEL.**

FINE TABLE. ————— NICELY FURNISHED ROOMS. ————— LOW RATES.

MARCUS LISSNER, Proprietor.

Head of Main Street, HELENA, M. T.

CONSIGNMENTS SOLICITED.

RETURNS PROMPTLY MADE.

**LINDSAY & CO.,**

General Commission Merchants,

WHOLESALE DEALERS IN

BUTTER, EGGS, MEATS, FISH, GAME, FRUITS AND PRODUCE.

Odd Fellows Block, 101, 103 and 105 Main Street,

REFERENCES—First National Bank, of Helena; Montana National Bank, of Helena; Merchants National Bank, of Helena; Northern Pacific Express Co., Wells, Fargo & Co.

HELENA, MONTANA.

FT. BENTON,  
BUTTE.{ 23 Thomas Street,  
NEW YORK.**SANS & KLEIN,****THE CLOTHIERS**

OF MONTANA.

Cor. Broadway &amp; Main St.

HELENA.

**MERCHANTS HOTEL**

THOS. O'BRIEN &amp; SON, Proprietors.

\$2.00 and \$2.50 per day.

Commodious Sample Room for Commercial Travelers.

HELENA, - MONTANA.

**F. F. MATHIAS,**

HELENA, M. T.

**ARCHITECT**

Union Block, Israel Block,

Masonic Temple, A. Kleinschmidt's

and other prominent residences

Plans prepared upon short notice.

JURGENS & PRICE, Helena.  
JURGENS & PRICE, Marysville.  
JURGENS, PRICE & WILSON, Rimini.

**JURGENS & PRICE,**

PROPRIETORS OF  
MARYSVILLE AND RIMINI  
STAGE LINES.

**GENERAL MERCHANDISE.**

Manufacturers of Dow's Ginger Ale, Cider, Soda Water, Root Beer and Bar Syrup.

HELENA, MONTANA.

**BOOTS ————— AND ————— SHOES.****J. R. DREW, SUCCESSOR TO NICK MILLER.**

Orders by Mail receive prompt attention.

HELENA, M. T.



Superior was left behind, the Nemadji River crossed, and the train plunged into the great forest that envelopes nearly the whole northern half of the State of Wisconsin. In the run of over fifty miles through a corner of this forest, I saw only three or four small clearings, each of a few fields. The land looked rich, and the log houses of the settlers were picturesque and comfortable. The timber is largely hardwood,—maple, oak and birch,—but there are strips of country covered exclusively with pine. The hardwood land is said to be all good for farming, when once the thick growth of trees is removed. It will not be many years before the arable plains of the West will be filled with people; then the continued increase of population will press upon the forest lands, and such as have a productive soil will be rapidly cleared, just as were the forests of Pennsylvania, Western New York and Ohio in the early part of this century. But as long as there is land on the prairies ready for the plow, to be had for the taking, few people are willing to go into the woods.

A party of St. Paul gentlemen left the train at Brule River, to spend a few days in trout fishing. At the breakfast station trout were served, but they were fried so hard and dry in fat that they might have been any sort of fish so far as could be told from their taste.

When we emerged from the forest we came at once into Ashland, which stands on cleared ground, and in its rapid growth has not found time to remove the stumps from its yards and streets. In this respect it reminded me of Tacoma, on Puget Sound. The resemblance strengthened when I got a glimpse of the beautiful blue bay with its bold, wooded shores. Is it not an interesting coincidence that Ashland, the extreme eastern terminus of the Northern Pacific road, and Tacoma, its far western terminus, should each stand in the virgin forest and each look out across a sheltered bay upon a vast inland sea, flecked with the sails of commerce? In respect to size, and much more as regards buildings and other improvements, Tacoma has the advantage of her eastern

Gogebic range, about forty miles southeast of the town. The Lake Shore road was built with a view, largely, to the development of these mines. Entering Ashland in the spring of 1885, this company began a few weeks later to ship great quantities of ore from an immense dock of its own, probably the largest structure of the kind in the country, which projects so far out into the bay that eight vessels are loaded from its "pockets" at once. I saw sixteen large craft, either taking in cargoes or waiting their turn at the dock. This season at least 800,000 tons will be shipped, making about six hundred cargoes. Most of this ore goes to Cleveland. It is "Bessemer ore,"—that is, it contains so small a percentage of

At Washburn, a town of its own creation, it ships grain from its elevator and handles coal on its own docks. The Washburn line is prolonged northward to the old town of Bayfield, a few miles down the bay, and throws off a spur from a junction in the woods, south of Washburn, to reach Ashland. The road from Duluth runs to Eau Claire, where it joins the St. Paul-Chicago line, and thus makes a direct route from Duluth to Chicago. That from Bayfield and Ashland runs directly to St. Paul. The two cross at Spooner.

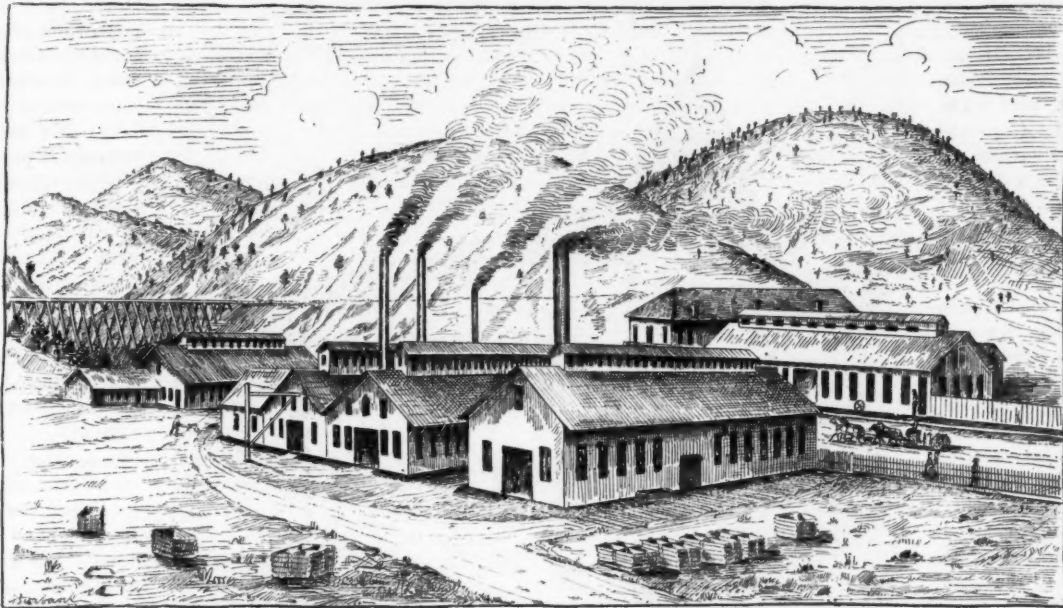
I doubt whether many business men in St. Paul fully understand the importance to the trade of their city of these Wisconsin lines of the Omaha. They are our great lumber feeders, traversing, as they do, some of the best pine and hardwood forests of our neighboring state. They are fast making St. Paul the chief lumber market of the Northwest. In this regard they are now of even more consequence than the St. Paul & Duluth Railroad, because they are of very recent construction, and the woodland tracts they penetrate have not long felt the destructive axe of the lumberman.

Wishing to see something of the vast wealth of timber that exists almost at the doors of St. Paul, I sent a dispatch to the manager of the Omaha line, which brought the following courteous answer:

To the Editor of The Northwest Magazine:

We shall be pleased to haul your car from Ashland to St. Paul, on our train next Friday. This telegram will be conductor's authority to haul your car and party. Please have car put where we can get hold of it.

E. W. WINTER.

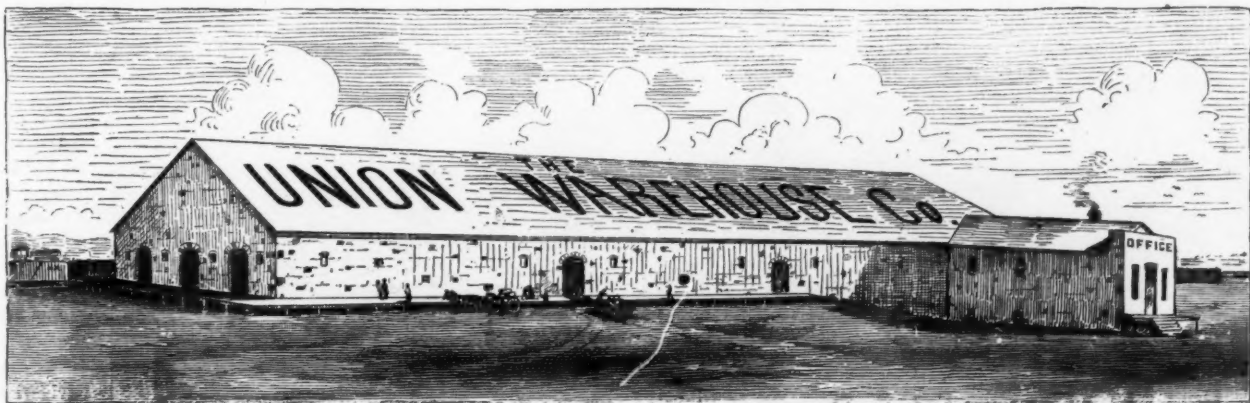


R. M. TATEM'S FOUNDRY AND MACHINE WORKS, HELENA, MONTANA.

phosphorus that it can be made at once into Bessemer steel. A blast furnace for smelting it is to be erected this year at Ashland, by the same company that has recently completed a furnace at Black River Falls, Wis. Ashland's citizens give the company a bonus of \$10,000 cash, a site for the furnace, and three hundred town lots.

Ashland will ship this year, by rail and lake, 70,000,000 feet of lumber. This was the one important industry until the ore movement began. The town has not yet improved up to the measure of its business transactions. The buildings on its principal street are cheaply built, of wood. I noticed but three brick structures. An epoch of solid improvement must soon set in. The summer-resort character

Therefore, on Friday, May 21st, the traveling office of THE NORTHWEST was attached to the Omaha's train, and went speeding southward through the Wisconsin woods. From Ashland to St. Paul the run is one hundred and eighty-three miles, and of this over one hundred is through forests unbroken by a single farm. The ride is by no means a monotonous one, however, for the saw-mill towns are surprisingly numerous, with their piles of logs brought from the woods in winter, and their great fragrant, yellow monuments of sawn lumber. Some of these towns are of considerable size, having churches, hotels and graded public schools; all look prosperous; and the long trains, heavily freighted with lumber, which we passed on their sidings, showed how great is the traffic they give the railroad. Most of the lumber is, of course, pine, but I saw some oak, maple and birch logs at the mills,—the latter furnishing the



STORAGE BUILDING AND OFFICE OF THE UNION WAREHOUSE COMPANY, HELENA, MONTANA. WAREHOUSE, 75x200 FEET, WITH TWO FLOORS; STORAGE CAPACITY, 3,000 TONS.

sister. They are of the same age, both dating back to the period of rapid development which stopped short in the panic of 1873. Both suffered an almost total collapse in that catastrophe. Ashland had 1,500 people in 1873, and only 250 in 1874. It did not begin to pick up again until the advent of the Wisconsin Central Railroad in 1877. Last summer a census showed it to have 3,500 inhabitants. At the rate of increase now going forward, it will have 5,000 by the end of the present year. It is now the terminus of four railroads,—the Wisconsin Central, the Milwaukee, Lake Shore & Western, the Northern Pacific, and the Chicago, St. Paul, Minneapolis & Omaha, the latter having another terminal shipping point at Washburn, a town of its own creation, six miles across the bay from Ashland.

Much of its late growth has come from the development of the remarkably rich iron ore veins in the

of the town given it by the "Chequamegon," the big hotel of the Wisconsin Central, is of decided benefit in bringing to the place men of means from Chicago, Milwaukee, St. Paul and other large cities, who spread the fame of its growth and advantages. In pursuance of its plan of illustrating and describing all important towns in the Northwest, this magazine will, before many months, make a full report on Ashland. This brief account must, therefore, suffice for the present.

#### V.

#### BY WAY OF THE "OMAHA LINE."

The Chicago, St. Paul, Minneapolis & Omaha Railroad, called, for convenience, "the Omaha" by travelers and the business public, reaches out for the commerce of Lake Superior at five points,—Duluth, Superior, Ashland, Washburn and Bayfield.

stuff for the best of the imitation mahogany now so popular for furniture.

Hardwood belts are found here and there in the pineries; but when once the varieties of hardwood trees get the mastery so as to occupy most of the ground, the land becomes good for tillage, and farms appear. At first these farms are very rude looking, the fields thickly studded with stumps, bespeaking new settlement and a combat with the forest not yet ended. As we progress southward towards St. Paul, the stumps gradually disappear, the farm buildings are older and better, and the villages display rows of shade trees along the streets and trim door yards and gardens. Further on the beautiful, green, rolling prairies begin, well tilled and thickly settled. Then comes the pretty town of Hudson, on the broad, brown current of the St. Croix River, and a half hour later we are rumbling into the Union Depot at St. Paul. This first run of the season's tour of THE NORTHWEST ON WHEELS described a circuit of about five hundred miles and occupied five days.

## HELENA.

The Capital of Montana and the Midcontinental City of the Northern Pacific Line.

Special Correspondence of *The Northwest Magazine*.

### HISTORICAL.

The place where the city of Helena now stands was first occupied and became known to the world as a mining camp in the latter part of the year 1864. A few dates are interesting. The Bannack mines on Grasshopper Creek were discovered July 28, 1862. Alder Gulch was discovered June 2, 1863. The Last Chance mines were discovered July 21, 1864. Montana was organized as a Territory May 26, 1864.

Though the country was still in the throes of civil war, the stories of the fabulous wealth of newly-discovered gold mines drew hundreds of adventurous and many desperate men from every part of our country, and even from beyond the seas. There was not room in Alder Gulch for all who came to Montana in 1864. Those who could get no claim or chance to work, scattered in every direction, hunting for new mines. A party of Georgians, including John Cowan and Robert Stanley, started north on a rumor of rich diggings in Kootenai. In July, 1864, this party reached a tributary of the Prickly Pear, on this northern venture, but their provisions were giving out, and they could go no further. As the last chance in their desperate fortunes, they dug for gold where they were camped, and luckily found it. They called their new discovery Last Chance mines, and they had good reasons for naming the mining district they organized Rattlesnake. In September, the mining prospects proving rich enough to stay with, Cowan and Stanley erected log cabins for more convenient shelter near their mines, now in the heart of the city. In the same month Holmes' Minnesota train arrived in the valley, and part of them came up to the mines, and joined fortunes with the Cowan party. It was not long before the new discovery was bruited all over the Territory, and during the winter of 1864-5 there was a grand rush from all directions.

The first election in Montana occurred October 24, 1864, and the legislature then chosen convened at Bannack December 12th following. In February, 1865, Edgerton County was formed out of Jefferson, and Silver City made the county seat. At the time of the first territorial election, Helena had a local habitation, but as yet no name. The christening took place

a week later at the cabin of Capt. G. J. Wood, and Uncle John Somerville suggested the name that was adopted, in competition with several others, by a majority vote of the assembled miners. During the years 1865, '66, '67, and '68 Helena was the busy, prosperous centre of a large number of mining districts in the vicinity, while to the east were Confederate, Trout Creek and New York gulches, and to the west were Blackfoot, Uncle Ben's and various others. Still

houses moving from one street to another according to the exigencies of mining developments.

It was early in May, 1865, that the murder of Harry Slater by John Keen led to the institution of a vigilance committee, that, by a few timely executions, soon established law and order. From that day to the present the law-abiding element has always been in the ascendant in Helena. The members of the Masonic fraternity formed the earliest nucleus of orderly organization, and has always been strong and influential in Helena for order and progress. The present fine Masonic temple, the sixth occupied, and the third owned by the order, attests the steady growth and solid strength of the order.

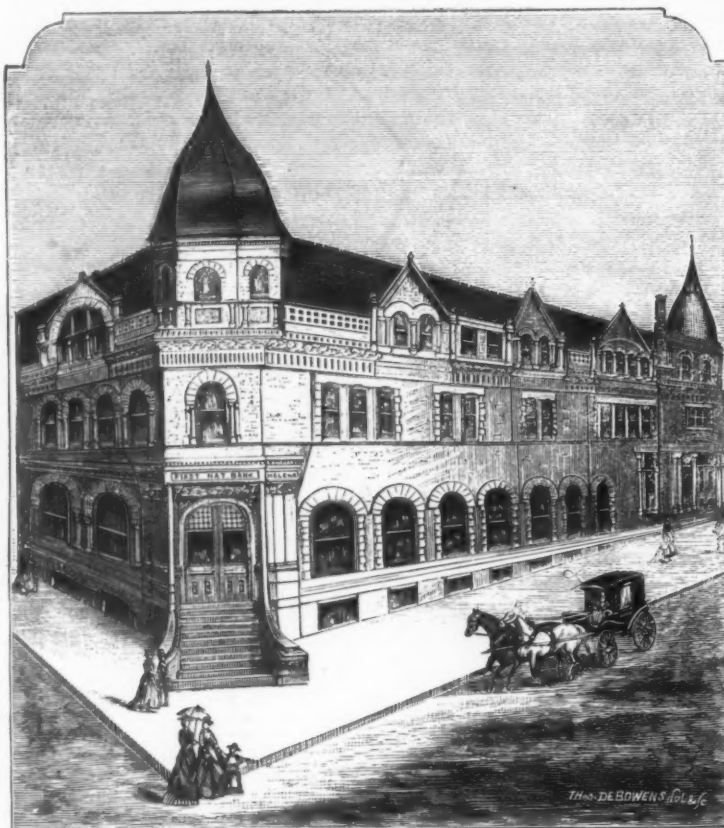
The first newspaper published in Helena was printed on a press brought over the range on pack mules in the summer of 1865, by T. J. Favorite, called the *Radiator*. Its early issues were frequently printed on brown wrapping paper. It was the germ out of which grew the *Herald*, which has shared all the perils and experiences of the fluctuating fortunes of Helena, and has shared the prosperity that it has done much to create.

Down to 1869 Helena was mainly a mining camp, with a large and growing commercial importance, but till that year there was no good title to any of the ground on which a single building stood. The strong hand of possession on a fickle mining claim was the only hold on realty. In that year the town-site was entered from the general government by the county judge, and an indefeasible title was obtainable.

The question has often been asked how and why it was that Helena has continued her wonderful growth, and reached her present stable pre-eminence, while so many other camps of miners, seemingly as well situated,

have disappeared entirely. Situation undoubtedly has had much to do with it. Helena is centrally located, with Fort Benton to the north, Bozeman to the east, Virginia to the south, and Butte, Deer Lodge and Missoula to the west, about equally distant. Besides its own tributary mining districts, it drew something of sustenance from every settlement in the Territory. In the earlier years the Missouri River was the chief channel of commerce, and Helena was nearer the head of navigation than any of her rivals, except Benton, which was away from the mining districts, and on the edge of the great Indian reservation.

The placer mines in and about Helena held out till other favorable influences could be brought to bear. The development of the Whitlock-Union quartz mine aided the fortunes of Helena very much at



HELENA.—FIRST NATIONAL BANK BUILDING.

Helena was nothing but a mining camp, with its main streets occupied by sluice boxes and gravel heaps, and its buildings undermined, and its business



HELENA.—UNION BLOCK AND MONTANA NATIONAL BANK BUILDING, CORNER MAIN AND WALL STREETS. [From a photo. by Beckwith & Bowen.]



an early period. In sorting over and weighing natural advantages, it must be conceded that these do not seem to settle the case satisfactorily, and we have to turn to the character of the men who did business in Helena for an important contribution to the result. Helena has been unusually fortunate in having always an enterprising, solid, resolute and progressive set of business men, shrewd and generous enough to work together for the general good and assist every good man and enterprise in getting established.

It would be false in fact and less creditable in the general result to say that Helena has won her position without a struggle. On the contrary, it has been a constant, and oftentimes desperate, struggle against heavy odds. Her first fight was for the county seat, with disadvantage of location against her. Three times within five years almost her entire business portion was destroyed by fire, with little or no insurance. She became the capital of the Territory only after repeated desperate contests in the legislature, at the polls and in the courts. It was a long contest with the miners before any quiet title was got for real estate. It was only after repeated failures that the city charter was adopted. It was against heavy odds that within the present decade her fortunes were finally assured by the construction of the

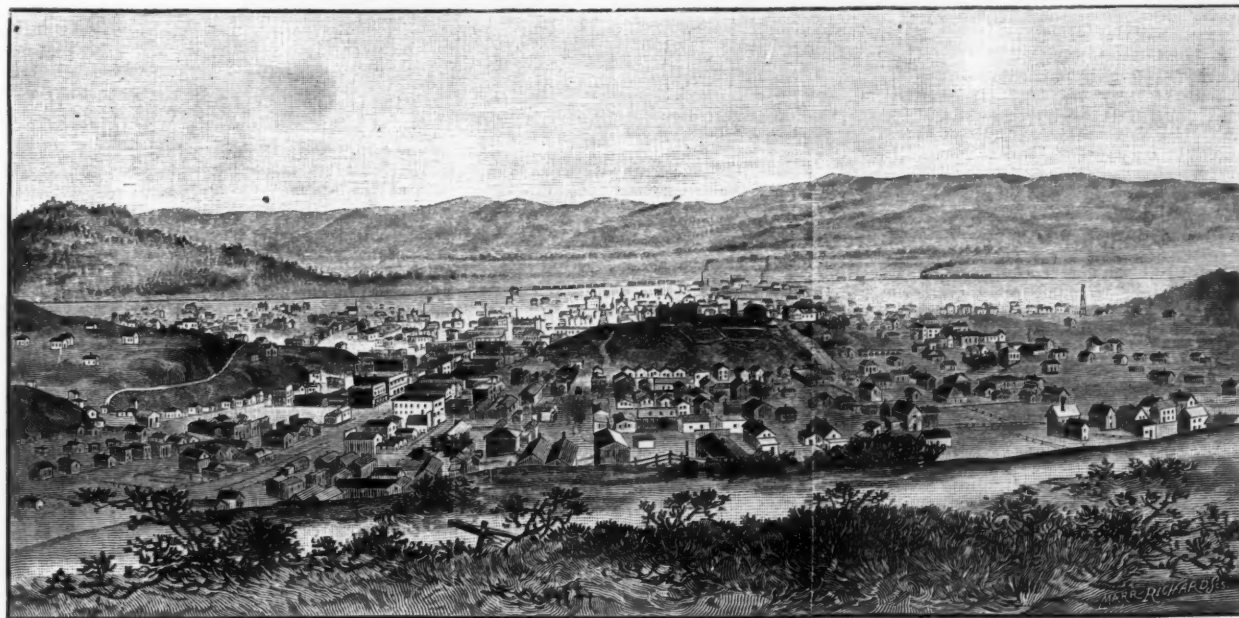
ambitious and proud of its achievements; in its origin, an accident of a mining gulch, yet well-built for a Western town; irregular, rambling, picturesque, clinging to mountain sides, diving into ravines and spreading out over a gravelly plain, still tortured by placer diggings. Such is Helena, capital of Montana. It is a place of striking contrasts, — the millionaire mine owner and the cattle king jostle the bull-whacker, the cowboy and the battered, unsuccessful prospector, in its narrow streets. Here the locomotive meets the lumbering, dusty stage coach and the freighters' ox team. From the hills the big, new houses of the rich citizens look down upon the stinking huts of the Chinese and the dirt-roofed "shacks" of grisly, rheumatic miners, who crawl out to sun themselves and talk of the good old times in Last Chance Gulch, and who manage to live, heaven knows how. Gambling and honest trade flourish side by side, equally conspicuous, and the abodes of sin and misfortune are not far from the cheerful homes that typify the domestic virtues.

Ten thousand people live in Helena. The reader must not, however, apply a standard of Eastern comparison and imagine that the place, in its social and business aspects, resembles towns of that population in the States. Remember, that Helena is more than 1,000 miles from the nearest large city of the

main street, following the windings of the old mining gulch, and solidly built of brick and stone, is thronged all day and far into the night. Here the barouche makes way for the big wagon drawn by four yoke of oxen, and the six-horse stage just in from Fort Benton encounters the gig or phaeton of the fashionable lady. And what a variety of people you meet,—miners, drummers, soldiers, priests, merchants, tourists, teamsters, farmers, lawyers, and Indians. You cannot always place men by their clothes here. Fine raiment, in fact, generally makes the dry goods clerk or the commercial traveler rather than the solid man of business.

That rough-looking man in a sombrero and a canvas suit owns 10,000 head of cattle; this seedy old fellow lately sold a mine for a cool million. Before the advent of the railroad the slouch felt that was the universal headgear. It used to be said that for a long time Col. W. F. Sanders, the distinguished Helena lawyer, was the only man in Montana allowed to wear a silk hat.

The railway station is a good mile distant from the centre of the city, and has gathered about itself a community of lumber yards, saloons and shops, between which and the town lies a waste of old placer mines and sage brush plain, soon to be occupied, however, by the new growth of streets and



GENERAL VIEW OF HELENA, MONTANA.

From a Sketch by Passmore.

Northern Pacific through her city limits. And now, without a pause, her enterprising people are planning night and day to extend a system of railroads in every direction. With a confident and liberal hand, the money is furnished by her own citizens to develop new mines of astonishing wealth. With equal liberality her citizens have built school houses, churches, stocked mines and cattle ranges. They have learned by intimate acquaintance to have faith in the resources of Montana, and by long struggle and general success to have faith in themselves. Theirs is a living, working faith.

CORNELIUS HEDGES.

## II. DESCRIPTIVE.

Busy, energetic, prosperous; very rich for its population; steadily growing, not given to boasting, but confident; ignorant of the art of booming, yet

East, and almost eight hundred from Portland, Ore. This is no provincial town leaning upon a neighboring city for its business and intellectual stimulus; it is self-centred, independent; a dispenser of civilization to the plains and mountains—a true capital. It has its club, its four national banks, its daily newspapers printing the world's telegraphic news, its public library, its churches of all sects, its social and benevolent organizations, its water works, gas works, electric light plant, street cars (the latest improvement), its orators and politicians, a poet, too, I am told, its historical society—in short, all the essential equipment of city life. Thousands of Montanians never saw a larger town. To them a visit to Helena is what a visit to Paris is to a Frenchman. It means seeing life.

In fact there is a good deal of life to see here. The

dwelling. Two or three years ago new-comers used to talk about "pulling the town out of the gulch," and removing its business streets to the open plain. The town declines to move, in spite of the advice of "pilgrims." The old-timers love the gulch. All the handsome new business blocks built since the railway came have gone up near the old business centre at Broadway and Main Street, some on the latter street and some on the slopes of Broadway, an ascent so steep that fat men stop to get their breath in climbing the two squares between the foot of the street and the United States assay office. The stately new court house is a square further up. Then you reach level ground, and find several pretty streets with shade trees, green lawns and homelike houses. North of Main Street rises another abrupt hill, which has also its attractive residence quarter. From the

streets on these two hills to Main Street the descent is so abrupt that most of the cross streets do not attempt to get down at all, but stop at the verge of the precipice.

Mount Helena dominates the whole city. If you climb it—and I would advise you to, for the view from the summit is superb—you begin the ascent only a quarter of a mile from your hotel. With good wind and a stout pair of legs, you can get to the top in an hour. This peak stands out from the foothills of the Main Divide of the Rockies. Helena is too near the Divide to get a good view of its highest summit. The best outlook is over the cultivated Prickly Pear Valley to the Belt Mountains beyond the Missouri, a noble range, as changeable in color as the Apennines,—now blue, now purple, now black,—and blanketed with snow until June. At the Gate of the Mountains, where the Missouri breaks through to reach the rolling plains of Eastern Montana, rises the huge stone monument of the Bear's Tooth, plainly seen at Helena, though thirty miles distant. Along the Prickly Pear, and other streams where irrigation is practicable, there are well-tilled farms, raising heavy crops of oats, wheat and potatoes. All the rest of the country, save the wooded mountain slopes, is an open range for cattle.

Mines, cattle and mercantile trade have made Helena the richest city of its size in the United States. Butte creates more wealth annually, but most of Butte's great mining properties are owned in the East, in California or in Europe, while Helena's profits are kept at home.

Helena's trade extends over an area of country reaching out for nearly a hundred miles in every direction. The stores carry heavy stocks of goods, and surprise the Eastern traveler by their size. Some of the merchants have large, cavernous fire-proof storage buildings on the back streets to hold the goods for which their shelves afford no room. Four large hotels, the Grand Central, the Merchants, the Cosmopolitan, and the International, are well supported. There are four public school buildings, besides a Catholic educational institution. Two daily newspapers, the *Independent* (morning), and the *Herald* (evening), with their weekly editions, ably fill the field of journalism. The *Herald* is Republican in politics, and has made fortunes for its owners, the Fisk Brothers. The Democratic *Independent* has not been so fortunate in the past, but in the hands of its new owners, Messrs. Dickerson, Devine and Hendry, it is marching to prosperity with long strides. A monthly publication, called the *Montana Stock Journal*, represents the important stock interests of the Central and Western portions of the Territory.

Helena has some special attractions for visitors. At the Government assay office one can see gold and silver poured in molten streams from the glowing crucibles, and can guess at the value of the heavy white and yellow bars. Here come the miners with their bags of gold dust, to have it melted into bullion. The place is so neat and orderly, and the officials so obliging, that a visit is sure to be agreeable. On the outskirts of the town sluice mining for placer gold is still carried on. This is the most convenient place on the Northern Pacific line for tourists to see how gold is obtained from the red earth and the gravel. It is a laborious, dirty kind of work, not highly profitable since the best paying ground has been washed, and only interesting because of its results in obtaining the precious yellow metal. To see quartz mining the tourist should go by rail twenty miles to Wickes, the centre of a group of mines, and the seat of extensive reduction works, or take a carriage and drive out to the famous Drum Lummon mine, near Marysville—a day's excursion.

A pleasant evening drive is down the valley to the Hot Springs, about four miles from

town. The water of these springs is of just the right temperature for an agreeable warm bath, which can be enjoyed either in private bath rooms, or in a plunge large enough for swimming. Invalids find benefit in bathing in these mineral waters, and a commodious hotel will some day be built for their accommodation. A longer drive, and one for a day's excursion, is to cross the valley eastward to and through the Prickly Pear Canyon as far as the banks of the Missouri. There are few bits of Rocky Mountain scenery that combine beauty and grandeur so strikingly as does this canyon. Imposing walls of rock hem in a narrow valley filled with trees and

cident. As the Territorial capital, Helena has a political importance that helps its general trade. Nearly all the Federal officers are Montana men who won deserved prominence before their appointment to office, by their efforts to develop the resources of the Territory. The era of carpet-baggers lasted till the end of President Arthur's administration, but it is fair to add that most of the officials appointed under the old system of sending politicians from the East, have remained in the Territory, and are among its most valuable citizens. There is no excuse, however, for prolonging the system. Montana is almost a quarter of a century old and she has men who

would take high position for talents and public spirit in any part of the Union. She is amply fitted to govern herself, and is wronged by longer hesitation on the part of Congress to admit her as a State. Helena is on the main line of the Northern Pacific Railroad, 1,155 miles from St. Paul and seven hundred and fifty-seven from Portland. The Northern Pacific has an important branch line to Wickes, twenty-five miles distant, in the heart of the Rocky Mountains, a populous and prosperous mining and reduction works town. This branch is now being extended about fifteen miles to Rimini, the centre of the Red Mountain mining district. The Montana Central is a new railroad enterprise, organized in Helena with the support of J. J. Hill, president of the St. Paul, Minneapolis & Manitoba. This company is now building from Helena to Rimini, and from Helena eastward to Great Falls. Another company has just been chartered by the same parties who incorporated the Central, to build from Great Falls to the Montana-Dakota boundary. The ultimate purpose is to construct a road across Northern Montana to a connection with the Manitoba road, now building westward from Devils Lake, Dakota, and also to a Canadian Pacific connection at some point north of the mouth of Milk River.

A good deal might truthfully be said in praise of the climate of Helena. It is not a paradise in this respect; nor is any place on this old earth of ours, but it has a liberal allowance of clear, bright days, when the temperature is just right for out-door movement, and the air is like the ambrosia of the gods. There is hot weather in summer, when the "guleh" and the bare plain are fervent with the fierce rays of the sun, but when night comes the heat relents, and a blanket is needed for comfortable sleep. The autumn is the perfect season. Spring is rather tardy. Winter intermits its rigors when the Chinook wind blows, and is at all times less severe than in Minnesota. People die here as well as elsewhere, but their chances for long life are good, because nature does not poison them with malaria, or lie in wait for them with any special climatic diseases. Invalids from low countries are almost sure to gain new vigor in the pure atmosphere of the Rockies. E. V. S.

### III.

#### GOLD AND SILVER MINING.

In the last published report of the Director of the Mint upon the production of the precious metals in the United States during the year 1884, Montana is credited with producing: Gold, \$2,170,000; silver, \$7,000,000; total, \$9,170,000; ranking third in the list of States and Territories, Colorado being first with a production of \$20,300,000, and California second, with a total of \$16,600,000.

The assayer in charge of the Helena office has recently forwarded to Washington statistics on the silver and gold production of Montana for 1885. This gentleman has verified an actual production of the precious metals by counties as follows:



HELENA.—RESIDENCE OF HON. S. T. HAUSER. [From a photo. by Beckwith & Bowen.]

traversed by a swift stream. The stage drive across the Main Divide of the Rockies, from Helena to Deer Lodge, used to be one of the most delightful experiences of Montana travel. It is now superseded by the railroad, but the tourist who leaves the cars and takes a team over the old Mullan Pass will always remember the trip as a peculiarly pleasant in-

bright days, when the temperature is just right for out-door movement, and the air is like the ambrosia of the gods. There is hot weather in summer, when the "guleh" and the bare plain are fervent with the fierce rays of the sun, but when night comes the heat relents, and a blanket is needed for comfortable sleep. The autumn is the perfect season. Spring is rather tardy. Winter intermits its rigors when the Chinook wind blows, and is at all times less severe than in Minnesota. People die here as well as elsewhere, but their chances for long life are good, because nature does not poison them with malaria, or lie in wait for them with any special climatic diseases. Invalids from low countries are almost sure to gain new vigor in the pure atmosphere of the Rockies. E. V. S.



HELENA.—HALL IN GOV. HAUSER'S RESIDENCE. [From a photo. by Beckwith & Bowen.]



County.	Gold.	Silver.
Beaverhead.....	\$66,739 02	\$933,451 28
Choteau.....	27,002 04	
Deer Lodge.....	665,708 63	1,295,681 90
Gallatin.....	35,693 08	
Jefferson.....	234,164 58	1,085,761 35
Lewis and Clarke.....	1,417,960 37	443,471 64
Madison.....	270,500 00	40,000 00
Meagher.....	374,823 97	38,113 98
Missoula.....	30,745 88	
Silver Bow.....	286,062 66	5,335,503 57
Total.....	\$3,409,400 23	\$9,171,983 70
Total gold and silver.....		12,581,383 98
Add 20 per cent for unreported gold and silver.....		2,516,276 78

The twenty per cent added for unreported gold and silver brings the total up \$15,097,660, a very conservative estimate, the assayer complaining, very justly, of the difficulties thrown in his way by close corporations and private mine owners who refuse to exhibit their books. As a matter of fact, were the enormous shipments of ore made to Omaha and to Colorado reduction works taken into consideration, Montana would no doubt rank first in the list of precious metal-producing states.

In 1884 the production of Silver Bow County (Butte) was estimated at \$6,244,000, and as stated above in 1885, \$5,621,565; as a matter of fact, however, the Silver Bow County output for 1885, from reliable statistics, was \$6,700,000, an increase of only half a million, while the total increase in the output of the Territory was \$5,927,660. Where did this enormous increase come from? Principally from the mining district directly tributary to Helena and which is largely controlled by Helena capital. This district embraces Lewis and Clarke County, the northwestern portion of Jefferson County, and the northeastern portion of Deer Lodge County, including such celebrated bullion producers as the Drum Lummon, Gregory, Gloster, Elkhorn, Alta and Comet mines, and yet developments may be said to be in their infancy, and the opportunities afforded for the safe investment of outside capital with a certainty of large and speedy returns were never better.

The Marysville district, in which the Drum Lummon is situated, is the richest and most productive district of the many tributary to the city of Helena.

The Montana Company, limited, incorporated in 1879, capital stock 660,000, in 330,000 shares of 21 each, control and work the Drum Lummon, Johnson, Pine Tree, Holland and Maskelyne lodes. The main office is in London, Eng., and the report of 1885 places the assets of the company at 633,627 1/2 and the liabilities 43,000 due debenture holders, and 5,372 1/2 owing to the company's bankers in Montana. Their stock is one of the most popular and eagerly sought after on the London (Eng.) board, the latest quotation being 8 1/2, more than four times its par value, it being one of the best paying mines in the United States. Its bullion output ranges from \$140,000 to \$150,000 per month, with no sign of diminution, the body of ore in sight increasing both in quantity and richness.

The South Drum Lummon Mining Company has been recently incorporated; capital stock \$1,000,000 in 200,000 shares of \$5 each to work the Robert Emmet lode on Cruse Mountain; A. J. Davidson, president; Wm. Muth, secretary; office, Helena. The ore is free milling gold, and while the vein exposed is small, it will undoubtedly enlarge as depth is obtained, that being the character of the surrounding developments. It adjoins the property of the Drum Lummon on the south, and the company are engaged on a tunnel which they expect to run at least 1,000 feet. A one-stamp mill crushes the ore taken out in development and pays all the present current expenses. It is acknowledged to be one of the best prospects in the district.

The Cruse Mountain Consolidated Mining Company, incorporated Dec. 1, 1885; capital stock, \$500,000, in 100,000 shares at \$5; H. W. Child, president; E. W. Bach, secretary; are working ten men to good

advantage developing their property. They own the Richmond, Wood Chopper and G. D. Prentice lodes. The ore is free-milling gold and silver, the vein being exposed 2,000 feet. They have two tunnels on the vein and have started a main tunnel, now in 250 feet, to thoroughly develop the property.

There are numerous private ventures in and around this district, mostly of a paying character.

Helena Mining and Reduction Company, incorporated Aug. 1, 1883; capital stock, \$3,500,000 in 700,000 shares, par value, \$5; Samuel T. Hauser, president; W. J. Buskett, secretary; office, Helena,

pending during the past two years and a half \$275,000 of their profits in building and adding to their plant. In addition to this they have paid \$160,000 in dividends and have on hand \$40,000 in bullion and \$60,000 in supplies, making a total of \$535,000, which sum represents the net production since its incorporation, the present company, outside of the original value of the works and mines, having practically commenced without capital. It is the intention of the company to expend \$35,000 additional on the plant, increasing the capacity about 50 per cent.

The Gregory Consolidated Mining Company, situated 2 miles from Wickes, in Jefferson County, 23 miles southwest of Helena; capital stock, \$2,000,000 in 200,000 shares, par value, \$10; J. W. Lilienthal, president; G. B. Child, secretary. The Gregory is a well-known silver-lead mine, developed by two shafts, 800 to 1,000 feet deep and 1,000 feet apart, connected on each level. The company has extensive reduction works and produce from \$40,000 to \$50,000 in bullion monthly.

The Elkhorn Mining Company, of Helena, was incorporated Jan. 1, 1883; capital stock, \$1,000,000, in shares, par value, \$10. The mine is situated at Elkhorn, 35 miles southeast of Helena and is owned exclusively by Helena capitalists; A. M. Holter, president; C. L. Vawter, secretary. The company own a 15-stamp mill and are now producing an average of \$22,000 per month in silver bullion. It is opened by an incline shaft 550 deep with several levels on each side. The bullion product is about .700 fine in silver, a little gold, the principal alloy being copper.

James R. Keene Mining and Milling Company, incorporated Jan. 27, 1886; capital stock, \$300,000 in 100,000 shares, par value, \$3; J. B. Sanford, president; J. Loeb, secretary; office, Helena. This is the west extension of the Elkhorn mine and is sufficiently developed to promise great results. There are three shafts on the property from 80 to 100 feet deep and work is being pushed forward rapidly. First-class ore taken from these openings and shipped has given returns of \$73 in gold, 46 ounces of silver, and 20 per cent lead. It is a valuable property.

C. & D. Mining Company, incorporated by W. B. Raleigh, C. A. Clarke, and others; capital stock, \$96,000 in 24 shares of \$4,000 each. This mine is in the Elkhorn district and is being thoroughly developed by the owners, the ore in the form of carbonates going from 28 to 30 ounces in silver and \$5 to \$7 in gold.

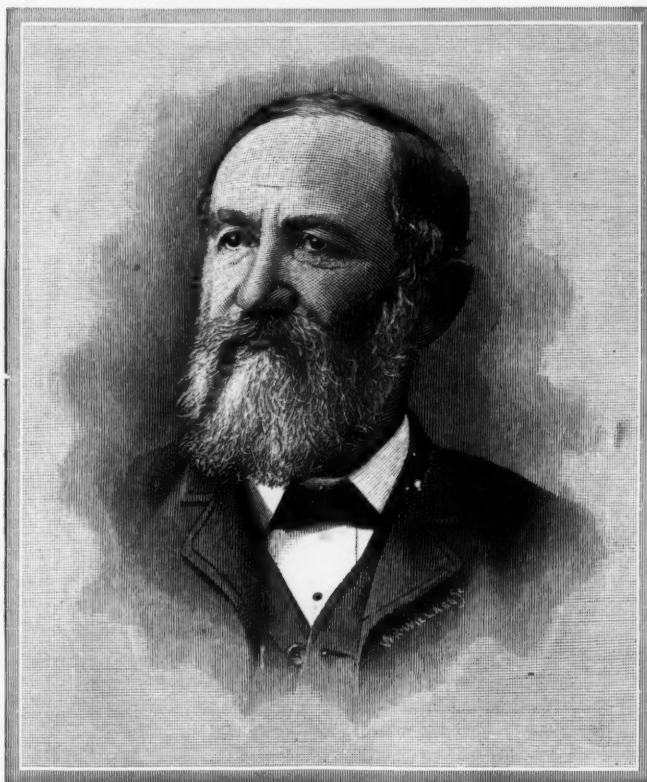
Atlantic Gold and Silver Mining Company, incorporated Feb. 9, 1886; capital stock \$750,000, shares, par value, \$5 each; H. M. Parcher, president; T. H.

Kleinschmidt, secretary; situate in Cataract district, Jefferson County. The company are running an incline tunnel, are in about 70 feet and have already developed rich, free milling gold ore in paying quantities. Their property includes seven patents and is a very valuable one.

Helena & Bald Mountain Mining Company, incorporated Jan. 29, 1886; capital stock, \$1,000,000; shares, par value, \$5; W. W. De Lacey, president; A. M. Williams, secretary; office, Helena; mine situate in Bald Mountain, Jefferson County, 20 miles south-east of Helena.

The Helena district, about four miles from the city, is being rapidly developed. The Helena Silver Mining Company has quantities of paying ore in the dump, though none has yet been shipped. The Christmas Gift mine, which adjoins this property, is also a good mine and developed sufficiently to prove it capable of being made a paying property. The Sweet Grass Valley mine is also in course of development, and the Helena district will ultimately come to the front when capital is provided to build a mill and work all these properties on a systematic basis.

The Red Mountain development during the past nine months have been, however, of a startling character, and have resulted in the incorporation of some thirty or forty mining companies for the development of the



HON. S. T. HAUSER, GOVERNOR OF MONTANA. [Reprinted from The Northwest for August, 1885]

M. T.; mines situated near Wickes, Jefferson County. The Alta mine has an output of 125 tons of ore per day, employing 60 men. The Comet mine, situated 4 miles from Wickes, employs about 50 hands, producing about 90 tons of ore per day. The company



HELENA.—DRAWING ROOM IN GOVERNOR HAUSER'S RESIDENCE. [From a photo. by Beckwith & Bowen]

own extensive reduction works at Wickes, a concentrator at Corbin, and also one at their Comet mine.

The main works at Wickes, the concentrator at Corbin and at Comet, including hoisting works and tramway, cost in the neighborhood of \$500,000, are in good running order and in full blast. They have ex-



numerous claims in the ten-mile district. It would be impossible to enumerate them without occupying too much space.

The Red Mountain Consolidated Mining Company; incorporated Feb. 1, 1886; includes 36 lodes, all more or less developed; C. A. Broadwater, president; R. B. Harrison, secretary; capital stock, \$5,000,000, in 500,000 shares of \$10 each. The Montana Central Railway from Helena to Rimini is the legitimate outcome of the Red Mountain development, and as soon as completed the increase in bullion production from this source will materially assist the total precious metal output of the Territory. The Red Mountain Consolidated Mining Company intend to erect reduction works which will be the largest in the United States. The site has not definitely been determined upon, but will probably be in the vicinity of Helena, with a capacity of 500 tons a day. They have no stock for sale, and the syndicate behind the enterprise includes such men as J. J. Hill and Dennis Ryan of St. Paul, Marshall Field of Chicago, and New York capitalists,—the syndicate representing at least \$75,000,000. A conservative estimate of the production of precious metals in the districts tributary to Helena might be given on a monthly basis as follows:

Drum/Lummon.....	\$150,000	Alta and Comet.....	\$125,000
Gloster.....	75,000	Elkhorn.....	20,000
Gregory.....	50,000	Miscellaneous.....	100,000

The miscellaneous production is under, rather than over stated, the Omaha smelter alone taking from this district over \$4,000 worth of ore per month. The prospects for mineral development in this section of the Territory are very flattering, and the close of 1886 will doubtless credit Montana with a silver and gold production of at least \$25,000,000.

L. H. JACKSON.

#### IV.

##### STOCK RAISING.

A considerable share of the wealth of Helena has been derived from the range cattle business. Bankers, merchants and other men of business have investments in cattle, either in the form of stock in incorporated cattle companies or in the ownership of separate herds. Many stockmen, who devote their entire attention to the business, have homes for their families in Helena and invest their profits here. Supplies for ranches near and far are purchased in Helena, and to Helena the cowboys come to spend their earnings, and whether they spend them wisely or unwisely, the trade of the town is the gainer by their visits.

Helena's stock interests are scattered over wide regions of country. Beginning in the neighboring foot hills of the Beet Mountains and the Main Divide, they occupied the valleys of the Dearborn and Sun rivers years ago, and then extended to the plains of the Missouri above the falls, the Judith Basin and the Musselshell country. Some of the Helena cattlemen have herds as far away as the Lower Yellowstone Valley.

The business has been steadily and often largely profitable. Even in years when heavy winter losses have occurred the net results have shown a gain. A cattleman once making a fair start is never known to fail. Probably the average profits on the herds, taking one year with another, is not less than twenty-five per cent on the money invested. The tendency is now towards more careful management of herds, and the old custom of paying no attention to the animals save at the roundup seasons is giving way to a system of constant riding of the ranges and of putting up hay to feed during protracted storms. Stockmen find that their ranges are being steadily limited in area by the coming in of pilgrim herds and by ranchers who take up land for irrigation and cultivation. They foresee that their future prosperity will depend upon the adoption of more prudent and economical than the old careless ways.

Where streams are numerous smaller herds and closer attention will be the rule. Only on the dryer ranges, where there is no land to tempt the settler, will the large herds shifting for themselves be found ten years hence.

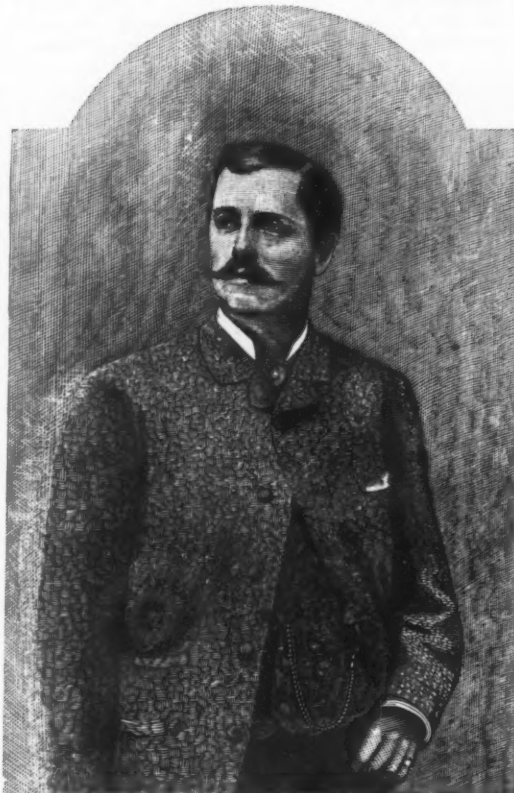
Cattle bring a better price now than a year ago and the stockmen are feeling quite cheerful. A four-year-old steer will bring about forty-five dollars at a

shipping point. All the old cattlemen insist that the ranges are fully stocked, but every year new herds are brought in, and thus far they all thrive.

#### V.

##### THE FUTURE OF HELENA.

That Helena has a future of possibilities, and an assured development which will eclipse any city on



HON. WM. WEBB, SECRETARY OF MONTANA.

the line of the Northern Pacific from St. Paul to Portland, is conceded even by the most conservative familiar with its varied resources, its present wealth and the progressive character of its citizens. This fact may be marked by the most casual observer at a glance. Its improvements are of the most permanent character of any city in the Territory. It is built on the bed-rock basis. It may be said of Helena that it is built on a gold basis. It is located

stage of progress, is a tributary mining territory, which, aside from other resources, would assure a great future for Helena. The output of these mines flow into the reduction works of the city and give employment to many men at a rate of compensation which enables them to build up homes here and contribute to the general development. Helena's manufacturers and merchants find a ready market for their goods in the mining camps, grouped about in the fifty mile radius referred to, which are but in the incipient stage of their development. The flow of outside capital into this great district has but begun. While Helena is the richest city on the basis of its population in the world, its capital is not sufficient to develop the mines which are tributary to it. Many millions of dollars might profitably be invested in the mines, even in sight of Helena. There are prospects which pay from the grass roots, in gold and silver and other valuable mineral, within a twenty minute drive of Main Street.

But mines and mining are not the only resources of the city. Its citizens are engaged largely in the live stock industry in various sections of the Territory. Their profits from this source find investment in the capital city. Here they have their homes and build for the future. Here, too, manufacturers and foundries are springing up which are destined to develop a centre of population. The city now has reduction works for the treatment of the ores and foundries for the manufacture of milling machinery, but the field is open and inviting for more. And the future is full of promise for iron manufacture and woolen mills. Tributary to the city are the raw materials for these industries. Iron ore of the finest quality abounds in the mountains. Cheap coal admirably adapted to iron manufacture, can be had from Rocky Fork by the building of forty-five miles of railway over a stretch of country adapted by nature for cheap railway construction. The Mullen, Bozeman and Sauk Coulee coal might be utilized for this purpose. As to woolen mills, there is no reason but the lack of capital and experienced men to manipulate it, why they should not be located near Helena. The wool is now shipped to the East, manufactured and refreighted back here and sold at a profit to many middle men. There is a great and growing demand in the mountains for heavy woolen fabrics, which could be made much more cheaply here than in the East. Manufacturing industries of this character would be promoted and fostered by the people of Helena, that a populous centre might be developed there. They are a live, an energetic and an aggressive people. They stand ready with their money, to build up their city. Its bank vaults are full of money as is shown beyond cavil by the sworn statement of their officials. Their capital and deposits aggregate fully \$5,000,000, but this capital is utterly inadequate to develop the resources of the city's tributary territory. Outside capital could hardly find as profitable a field for investment as here. As a city for residence it has rare attractions. Men of wealth from all sections of the Territory seek it for homes and for the education of their children. These help to build up and beautify the city, which is recognized as the social as well as the financial and political centre of Montana. In short, Helena is the Denver of the Northern Mountains to-day, with more resources than the great Colorado metropolis, and destined to lead it in the next decade in wealth and population. Its location is central between the great cities at the head of navigation on the Mississippi and the progressive city at the head of the great lakes on the east, and Portland or the future commercial entrepot on Puget Sound, whenever that may be developed.

With its resources and the development which capital and railway building will bring to it, the future of Helena is assured. It will be all that is claimed for it, by the most sanguine of its people and much more.

J. S. DICKERSON.

#### VI.

##### BIOGRAPHICAL.

GOVERNOR SAMUEL T. HAUSER.

S. T. Hauser, of Helena, Mont., was born at Fal-mouth, Ky., in 1834. He studied civil engineering



HELENA.—RESIDENCE OF H. W. CHILD. [From a photo. by Beckwith & Bowen.]

on Last Chance and Dry gulches, from the gravel of which were taken \$30,000,000 of gold, much of which is now invested in its improvements. The city is surrounded by gold and silver mines to-day, which, when fully developed, will astonish the world with the volume of their output of the precious metals. Within a radius of fifty miles of the city, with the railway development now in an active



while a young man, and, after spending five years in Missouri, started from St. Louis for Montana (it was then Idaho), in the spring of 1862. The Fur Trading Company, which had posts on the Upper Missouri, spread the report that the Indians had found gold in the Rocky Mountains, for the purpose of getting passengers to carry up the river on their steamboats.

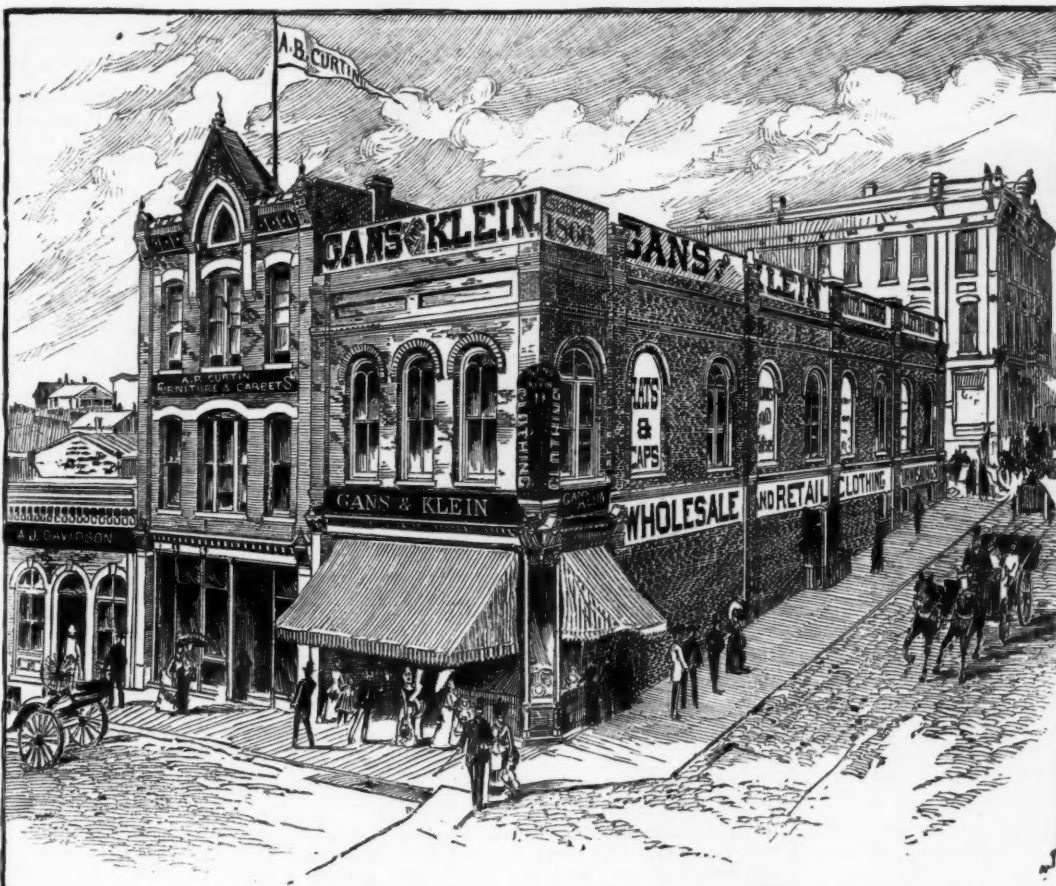
A large party of adventurers, including young Hauser, went up the river on two steamboats and landed at Fort Benton, then a remote Indian trading post. Their purpose was to cross the Rocky Mountains to the Columbia River. They heard at Benton that the Indians had found gold in Western Idaho, but did not have any very definite idea of the geography of the country. Hauser formed one of a party of volunteers to explore the region west of Fort Benton and ascertain if it would be practicable to get wagons through it. The country was found to be open up to the base of the Rockies, and the gold seekers soon scattered in small parties. Not much was done that summer. There was so little money in the possession of Hauser's companions that by fall their cook, who was paid fifty dollars a month, had all their cash. It was expected that the party would have to live through the winter on "meat straight," and as Hauser was a good shot he was detailed as hunter. Reports came of the finding of gold at Bannock before the winter was over. Hauser hastened to the new diggings, took up a claim and worked hard with pick and shovel. His claim was up on a sidehill, and he was obliged to haul his dirt on a hide to the water to wash it. The next fall he was a member of the famous Stewart expedition, which went to the Yellowstone country prospecting for gold, and fought the Indians in several desperate encounters.

In 1864 Mr. Hauser helped to raise money to pay the expense of a delegation to Washington to urge upon Congress the Division of Idaho, and the establishment of a new Territory east of the Bitter Root Mountains. He went as one of the delegates in company with W. F. Sanders and Judge Edgerton. They were successful in their mission and the Territory of Montana was established. While in the East, Mr. Hauser raised a little money to start a bank with in Virginia City, then the chief town of the Territory. This was the beginning of his career as a banker. In 1865 he organized the St. Louis and Montana Mining Company, and erected the first smelter in the Territory, on Rattlesnake Creek, at the town of Argenta. In 1866 the same company erected the first silver mill in Montana, at Phillipsburg.

The discovery of Last Chance Gulch had developed the town of Helena, which grew rapidly and became the capital of the Territory. In the same year Mr. Hauser organized the First National Bank of Helena. He thus became the founder of the national banking system in Montana Territory. In 1867 he organized the First National Bank of Missoula, in 1868 the First National Bank of Fort Benton, and in 1876 the first National Bank of Butte. In 1870 he organized the first party which explored the Geyser Basin in the present National Park. In 1883

he formed the Helena Mining and Reduction Company, and purchased the works at Wickes and the neighboring mines. He graded the railroad twenty miles to Wickes, and turned it over to the Northern Pacific Company.

Mr. Hauser's wife is a daughter of Dr. Farrar, and a grandniece of Capt. Clarke, the famous explorer of the Lewis & Clarke expedition. He lives in a beautiful residence in the northern outskirts of the city, having an extensive prospect over the valley of the Prickly Pear and the neighboring mountain ranges. Mr. Hauser is one of the wealthiest men in Montana. He has been the architect of his own fortunes. His enterprise and public spirit have made him known and liked throughout the entire Territory. In Helena he is always expected to lead in matters requiring liberal and sound business judgment. Mr. Hauser was appointed Governor of Montana in July, 1885.



HELENA.—CORNER MAIN STREET AND BROADWAY. [From a photo. by Beckwith & Bowen.]



HELENA.—MASONIC BUILDING.

EX-GOV. BENJAMIN F. POTTS.

Gov. Potts was chief executive of Montana for twelve years and a half—a longer term of service than that of any Governor of any Territory. He was born Jan. 29, 1836, upon a farm near Carrollton, Ohio. His grandfather was one of the pioneer settlers of Eastern Ohio, emigrating from Pennsylvania in the year 1800. The Governor's education was obtained in the public schools and at Westminster College, Wilmington, Ohio. He read law in Carrollton, and was engaged in active practice when the war broke out. He enlisted in the Thirty-sixth Ohio regiment; was soon promoted to a captaincy, and served throughout the entire contest, rising to the rank of brigadier general and brevet major general.

His first campaign was in West Virginia. His regiment was next transferred to Memphis and was in Logan's division

of McPherson's corps during the siege of Vicksburg. He commanded a brigade at the siege of Atlanta and in the memorable march to the sea. Returning to the bar after the war closed he was elected, in 1867, State Senator from Clark and Carroll counties and re-elected in 1869. In 1870 he resigned to accept the Governorship of Montana, offered him by President Grant. This important position he held until 1883. Unlike many Federal appointees, who came to the Territories for the honor and profit of officeholding and returned to their old homes when superseded, Gov. Potts identified himself at once with the business interests of the new community and sought to develop its resources and to help push it forward in the path of progress. He is now extensively engaged in stock raising, being president of the Potts & Harrison Horse Company, which imports blooded horses from Europe, and is doing an excellent work in improving the native stock of Montana.

Gov. Potts' administration of the territorial government was characterized by a prudent and conservative spirit. His home is in Helena, but he spends much of his time in the management of the extensive horse ranch of his company at Townsend, in the Missouri Valley.

RUSSELL B. HARRISON.

Mr. Harrison comes of distinguished ancestry. His great-grandfather was a signer of the Declaration of Independence, his grandfather was Gen. Harrison, elected President of the United States in 1840, and his father is Senator Harrison, of Indiana. He was born at Oxford, Ohio, Aug. 12, 1854, and was educated at Lafayette College, Easton, Pa., where he graduated in 1877. Soon after leaving college he was appointed to a position in the United States Mint, at Philadelphia, for which he was specially fitted by his studies of mining and metallurgy. In 1879 he was appointed assayer in charge of the United States assay office, at Helena, a position he held with credit for six years. During that time \$20,000,000 passed through his hands, and after his resignation last November when his accounts came up for final settlement in Washington they were found to balance to a cent.

Mr. Harrison is largely interested in mining and stock growing enterprises in Montana. In 1880 he or-





HELENA.—GRAND CENTRAL HOTEL, REED &amp; RINDA, PROPRIETORS.

ganized the Montana Cattle Company, of which he is now president, one of the largest stock corporations in the Territory, having a capital of \$1,500,000. He took an active part in the organization of the Montana Stockgrowers Association in 1884, which has systematized and protected the cattle business in the Territory, and is of great utility to the stock interest. He is secretary and treasurer of the Potts & Harrison Horse Company, which imports and breeds fine stock, and is a director in the Montana National Bank, a strong financial institution that he aided to establish. Mr. Harrison is married, his wife being a daughter of ex-Senator Saunders, of Nebraska. His home is in Helena.

## MAYOR T. H. KLEINSCHMIDT.

Mr. Kleinschmidt is a native of Prussia and was born in 1839. He came to America with his mother in 1844, his father having died at Bremen on the day of their embarkation. The family landed at New Orleans and settled in St. Louis. In 1862 Mr. Kleinschmidt, then a young man of twenty-three, went to Colorado and engaged in mercantile business at Denver. In 1864 he removed to Montana and opened a store in Virginia City. Afterwards he mined for gold and later sold goods in Deer Lodge. In 1865 he returned to St. Louis, riding a horse seventy-two days to reach Atchison, Kas. The return trip was made by coach in twenty-four days in company with Samuel T. Hauser. Mr. Hauser and Mr. Kleinschmidt opened the First National Bank of Helena in 1866, and Mr. Kleinschmidt has ever since been connected with that pioneer banking institution, either as associate cashier or cashier. In 1883 he was elected mayor of Helena, and served until 1885 with such general satisfaction to the public, that he was reelected in 1886. He is largely interested in cattle and sheep, and in city and country property, and ranks among the most solid and public-spirited citizens of Montana. He is a Presbyterian and a prominent Mason.

## COL. WILBUE F. SANDERS.

Col. Sanders has been conspicuously identified with public affairs in Montana ever since the Territory came into existence. As a leading lawyer, an orator of remarkable talents and a citizen of energy and public spirit he has helped make a large share of Montana's history. He was born in Leon, Cattaraugus County, New York, May 2, 1834. In his youth he taught school in his native State, and later in Akron, Ohio, where he went in 1854 to read law with his uncle, ex-Governor Sidney Edgerton. When the war broke out he recruited a battery of artillery, and was commissioned lieutenant. Transferred to the infantry he raised a company and was made adjutant of the sixty-fourth Ohio regiment. He subsequently became adjutant-general of the brigade commanded by Gen. Garfield, participated in the Tennessee and Alabama campaigns, and was wounded at Shiloh. Ill health forced him to resign his commission in 1863, and he started for Idaho in company with Gov.

Edgerton, who had been appointed chief justice of that Territory. The party traveled with ox-teams and were frequently in danger from hostile Indians. When they arrived at Snake River, near Fort Hull the question of whether they should proceed to the Idaho settlements or turn eastward into what is now Montana, was decided by Col. Sanders standing up a stick and the other emigrants agreeing to take the direction towards which it fell. The party reached Bannack in September, 1868, and Col. Sanders began to practice law in the rude mining camps. Only three months later he found himself in the position of prosecutor for the Vigilance Committee which cleaned the Montana camps of a gang of cut throats and robbers by the summary process of the rope. At the imminent peril of his life, Col. Sanders conducted the trial of the chief villains before a jury composed of a miner's mass meeting, which voted *vice voce* on the question of the prisoners' guilt. The courage

and energy of Col. Sanders and his associates on the secret committee cleared the Territory of road-agents and made life and property as safe as in any Eastern State.

In 1868 Col. Sanders removed to Helena where he has since resided. He served in the legislature from 1872 to 1878 and ran for Congress in 1864, 1868 and 1880, unsuccessfully, as was inevitable, for he is a Republican and the Territory was strongly Democratic. President Grant appointed him district attorney for Montana in 1872, but he declined the office. In 1884 he was a delegate to the National Republican Convention in Chicago. He is in active law practice and is the attorney for Montana of the Northern Pacific Railroad Company.

## HON. WILLIAM B. WEBB.

Hon. William B. Webb, secretary of Montana, is a New Englander by birth and a western man by adoption. He was born at Meriden, Connecticut, in 1852; while he was still very young his father joined the western movement and made a home at La Crosse, Wisconsin. In the crude condition of social development in Wisconsin at that time, educational advantages were limited and young Webb was sent back to Connecticut where he entered Russell Military Academy and later completed his education at Briar Cliff Military Academy at Sing Sing, New York. In the spring of 1881 Mr. Webb came to Montana as one of the founders of the town of Billings, being connected with the Minnesota and Montana Land and Improvement Company that owned the townsite. In this connection he displayed the remarkable energy, ability and capability of gaining popularity that have carried him so rapidly to the front in Montana. On the organization of Yellowstone County by act of the territorial legislature in 1884 Mr. Webb was elected one of the county commissioners by a majority that placed him far at the head of his ticket and he became chairman of the county board, a position which he held until his appointment to be secretary of Montana in September, 1885. As a Democrat, Secretary Webb has always been a prominent and ardent party man, both in Wisconsin and Montana. He has been since 1882 a member of the territorial democratic committee and in 1884 was an alternate delegate to the National Democratic convention. Secretary Webb is a gentleman of splendid physique and is the youngest man who ever held his office.

## DANIEL A. J. FLOWERESE,

The cattle king of Helena, was born in New London, Rolls County, Missouri. His father was a Methodist minister. At the age of twelve he ran away from home to California, and after an eventful and exciting career he returned home and purchased a residence for his parents, soon leaving on the famous Nicaragua expedition; from there he went to Europe. In 1859 he returned and went to Colorado; from there to Salt Lake in 1861; from there to Montana in 1863.



HELENA.—HELENA BUSINESS COLLEGE. [From a photo, by Beckwith &amp; Bowen.]



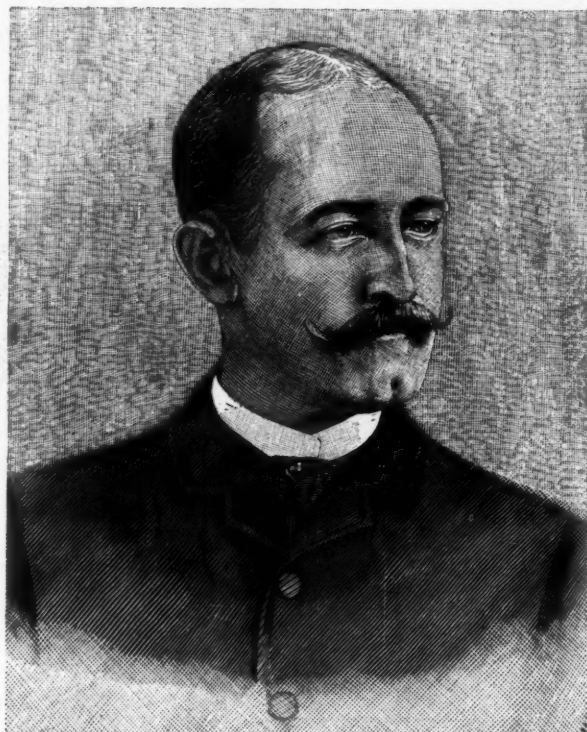
In 1870 he went to Texas and purchased \$10,000 worth of cattle and drove them to Montana. This was the beginning of his career in the cattle business, which he has closely followed ever since. His plan has been to reinvest money obtained from sales of beef cattle, in heifers and young stock, which today are worth over \$900,000, to say nothing of over

to St. Louis and entered a commercial college. He engaged as a steamboat clerk on the Mississippi until 1867, when he came up the Missouri River to Benton and entered the employ of J. G. Baker & Bros. Mr. Ashby soon rose in the estimation of his employers, and was entrusted on a special trip with goods for the Blackfoot camp. He conducted this business so

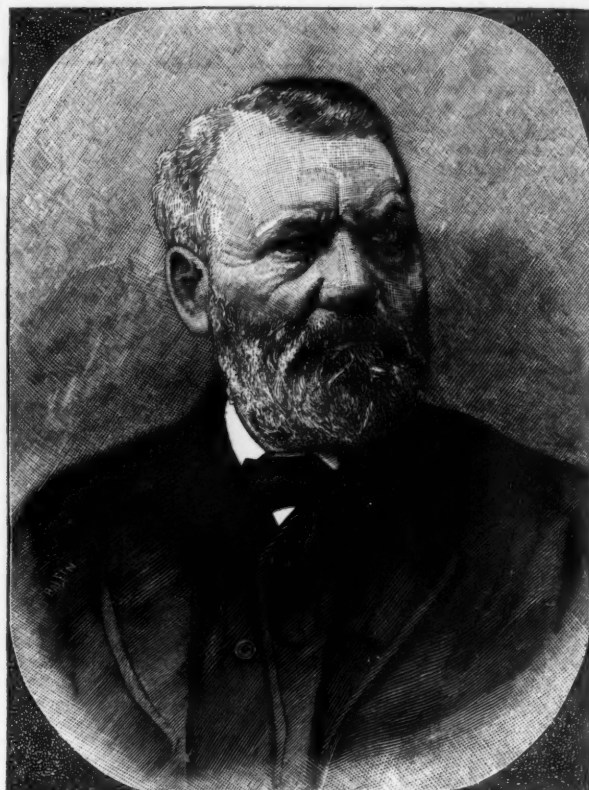
has acquired is accompanied with the respect and high esteem of his fellow citizens.

# VII. PICTORIAL.

Our illustration of Helena is a view of the town



R. B. HARRISON, PRESIDENT MONTANA CATTLE COMPANY, HELENA.



EX-GOV. B. F. POTTS, OF MONTANA.

\$100,000 in horses, besides his many other investments. He is a man of strict integrity, highly esteemed, very popular, and a staunch and generous friend. He is a devoted father and husband, and is never so happy as when at home surrounded by his family, which consists of his wife, three daughters and one son. His residence is one of the handsomest in Helena. Mr. Floweree is in the prime of life, and if he would accede to the request of his many friends he would enter the political arena, where he would undoubtedly attain success.

## L. H. HERSHFIELD.

Mr. Hershfield is one of the leading bankers of Montana. He was born in Oneida County, New York, Aug. 21, 1806, and in 1854 went into business in St. Louis. In 1859 he went to Leavenworth, Kansas, and from that place started for Pike's Peak on the breaking out of the gold excitement, driving an ox team across the plains. He embarked in mercantile business at Central City and remained there until 1864, when he came to Montana with a train of twenty-six wagons loaded with merchandise. The goods were speedily exchanged for gold, and he went into the business of buying gold dust and in 1865 established banking houses at Helena and Virginia City under the firm name of L. H. Hershfield & Co. In 1882 he organized the Merchants National Bank, of Helena, in company with his brother, who was admitted to the firm in 1868. In 1880 Mr. Hershfield opened a bank at Fort Benton and in 1883 one at White Sulphur Springs. He is largely interested in the Springs property at that place. An incident in Mr. Hershfield's successful business career showed his ability to master adverse circumstances and to overcome difficulties and danger. In 1868 the New York correspondents of his bank failed, owing his firm \$107,000, from which not a cent was realized. A run on the Hershfield bank followed, but the firm met all its obligations promptly from its own resources, and none of its creditors or depositors lost a dollar.

## S. C. ASHBY.

Shirley C. Ashby was born in Fauquier County, Va., on Aug. 10, 1842, remaining there until 1862, when he joined the Sixth Virginia Cavalry and served through the war under Gen. Lee. In 1865 he went

successfully that he was made a partner in the concern. In 1870 he sold out at Benton and went to Helena. In 1873 he was appointed by the county commissioners to fill an unexpired term as county assessor, was subsequently elected to the office, which he retained until 1876. He was married in 1876 to

from the reservoir on the hillside, near the upper end of Main Street, looking eastward towards the railroad and the Prickly Pear Valley. It is a wood engraving from a sketch made by John Passmore, the artist of our expedition of 1885. No view of the city does it justice, from the fact that much of it is hidden in ravines or behind hills and escapes the artist's eye.

The court house of Lewis and Clarke County, now building, is the pride of Helena and is much the finest public edifice between Minneapolis and Portland. The walls are of granite, quarried in the Rocky Mountains, and the trimmings are of Bayfield red sandstone. A commanding site was chosen for the building and it is a conspicuous landmark, seen from all the broad Prickly Pear Valley. When it is completed the old court house, close by, will be demolished and its site improved as a public square.

The Grand Central Hotel has the largest and most modern hotel structure in Montana. It is built of brick, with stone trimmings, and has a frontage on two streets and a height of four stories. An elevator, electric bells, bath rooms with hot and cold water are among its comforts. The rooms are handsomely furnished. Reed & Rinda, proprietors.

Tourists passing through Helena can add variety and interest to their trip by stopping over and seeing the wealthiest town (for its numbers) in the United States, and if they are as well treated and pleased as the writer, they will not fail to stop again.

The Parchen Block, at the corner of Main Street and Broadway, is a brick building painted olive color. On the ground floor is the drug store of H. M. Parchen & Co. The third floor is occupied by the Helena Club, a social organization comprising in its membership nearly all the prominent business and professional men of the city.

The Helena Business College occupies a handsome three-story brick building on the corner of Main Street and Sixth Avenue.

The Ashby Building is conspicuous among the new blocks on lower Main Street. It is of red brick with stone trimmings, and is solidly built and well furnished.

The Montana National Bank Building is among the important new structures which mark the re-



HELENA.—U. S. ASSAY OFFICE.

Mrs. Emma Guy, of Huntsville, Mo., and has two children. In 1875 he started an insurance agency in connection with his agency for the Mitchell Wagon, which he obtained in 1869 and has never relinquished. Mr. Ashby refers with pardonable pride to the time when he stepped off the boat at Fort Benton with only a five-dollar gold piece in his pocket and the world before him. The wealth he

cent growth of Helena. It is solidly built of brick and stone; the first story being stone, is of somewhat original architectural design and is fitted up very handsomely in its interior with all modern banking conveniences.

The Union Block (Mathias, architect), which adjoins the Montana Bank and is shown in the same engraving, is a store and office building, three stories high and constructed of brick with stone trimmings. It stands on Main Street at the foot of Broadway and makes a handsome appearance.

The *Herald* building, on Broadway, is a substantial, broad front, red brick building, emblematic in its style of the solid prosperity of the journal for whose convenience it was erected. The business office and and job office occupy the lower floor, and the upper floors are devoted to the editorial and composing rooms.

H. M. Parchen's Broadway building, now being erected, will be one of the handsomest in Helena. It will be occupied by the *Helena Independent* and Norris Bros., the largest manufacturing confectioners between St. Paul and Portland. The architect, T. W. Welter, of Helena, has admirably succeeded in introducing the most recent styles of architecture.

The United States Assay Office is a well-built structure of brick and stone, standing in the midst of a green lawn that is a delight to the eye. Our artist has sketched a scene in the melters' department, where a crucible of molten silver is being taken from the furnace and its glowing contents emptied into a mould.

In one of our illustrations of business structures the new three-story brick building of A. P. Curtin is shown and also the adjoining block of Gans & Klein. Mr. Curtin deals in furniture and carpets and Gans & Klein have an extensive clothing establishment.

The building of the First National Bank, now under construction, will be the costliest structure devoted to banking in Montana. Our illustration is from the drawings of the architect. The First National is Gov. Hauser's bank, and was the pioneer national bank in the Territory.

Gov. Hauser set the example to the rich men of Helena by building a dwelling which is an ornament to the city. Since it was completed, about a year and a half ago, many other handsome homes have been erected, and the residence streets are fast assuming an appearance creditable to the wealth and intelligence of the place. Gov. Hauser's house is shown so well by our illustrations, exterior and interior, that no description need be added. It stands in a commanding situation and its windows and piazzas look over the city and the Prickly Pear Valley and away to the distant mountains.

One of our illustrations shows the tasteful residence of H. W. Child, manager of the Boston & Montana Mining Company's mines. This corporation is one of the most successful of the stock companies engaged in extracting precious metals from the flanks of the Rocky Mountains.

The Masonic Temple is one of the handsomest structures in the city. Situated on the corner of Broadway and Jackson Street, it is alike an honor to Helena and to the fraternity which erected it. The corner stone was laid on June 16, 1885, by the Grand Lodge, A. F. & A. M. Was completed and ready for occupancy by November of the same year. Blue Lodge room is on the second floor; the Chapter and Asylum meet on the third, with banquet hall, dressing and reception rooms for the convenience of members. The Grand

Lodge library and secretary's office, with janitor's apartments, are on the second floor. The entire building is heated by steam and has all modern improvements.

The building is owned by five Masonic bodies: Helena Lodge, A. F. & A. M., No. 3; Morning Star Lodge, No. 5; King Solomon Lodge, No. 9; Helena R. A. C., No. 2; Helena Commandery, K. T., No. 2. The entire cost of this magnificent structure was \$51,000.



HELENA.—S. C. ASHBY & CO.'S BUILDING. [From a photo. by Beckwith & Bowen.]

#### VII. HELENA BUSINESS NOTES.

W. E. NORRIS & BRO.

W. E. Norris & Bro., of Helena, are the leading confectioners between St. Paul and Portland, Ore. They manufacture by steam power and can give merchants advantages of Chicago or

#### PACIFIC MUTUAL LIFE AND ACCIDENT INSURANCE COMPANY OF CALIFORNIA.

Assets over \$1,300,000. Has paid policy holders \$3,195,000. Organized 1867, under California insurance laws, which afford policy holders more and better security than any others. The only company allowing thirty weeks' indemnity. Policies non-forfeitable, indisputable, exempt from executions. Contain no restrictions on residence or travel. Accident claims in Montana Territory paid immediately upon presentation of satisfactory proofs to F. R. Wallace, general agent, Helena, M. T.

#### A. P. CURTIN'S FURNITURE ESTABLISHMENT.

The furniture house of A. P. Curtin, shown in sketch, is the largest in the Territory, and the additional space lately acquired gives it the greatest number of square feet devoted to salesrooms of any kind of business. The sales this spring amounted to more than nine car loads. The goods are all purchased in car lots for net cash, the benefit of which is given the purchaser. In addition he keeps a full line of curtains, carpets, wall paper and house-furnishing goods. Anyone in need of furniture can easily see the advantage of giving Mr. Curtin a call.

#### I X L BAZAAR.

The I X L Bazaar, adjoining the Grand Central Hotel, while comparatively a recent candidate for patronage, is a live, wide-awake institution whose business is daily increasing. They carry a full and complete line of dry goods, fancy goods, notions, novelties, clothing, gents' furnishing goods, hats and caps, boots and shoes. Their stock in every department is new, embracing the very latest styles, while the novelty department is an assured success. I. Boyer, the proprietor, is a shrewd, careful business man, paying close attention to his business.

#### GEBAUER & YERGY.

The extensive works of Gebauer & Yergy, planing mill and sash, door and blind factory, is one of the most prominent objects on Lower Main Street.

This firm have been in active operation for the past four years, both members being practical carpenters and thorough lumber men. They do an immense business, for which they have exceptional facilities, and enjoy to the fullest extent the confidence of their customers, among whom are the largest builders and contractors in the Territory.

They carry a full line of walnut, cherry, Washington cedar, state pine and native lumber, which they manufacture into dressed stock of every variety, doors, sash, blinds, laths, shingles, dimensioned and dressed lumber. They also make patterns and contract for the entire wood work in the erection of buildings.

In addition to this they make a specialty of cabinet work, bar fixtures, counters, shelving, etc.

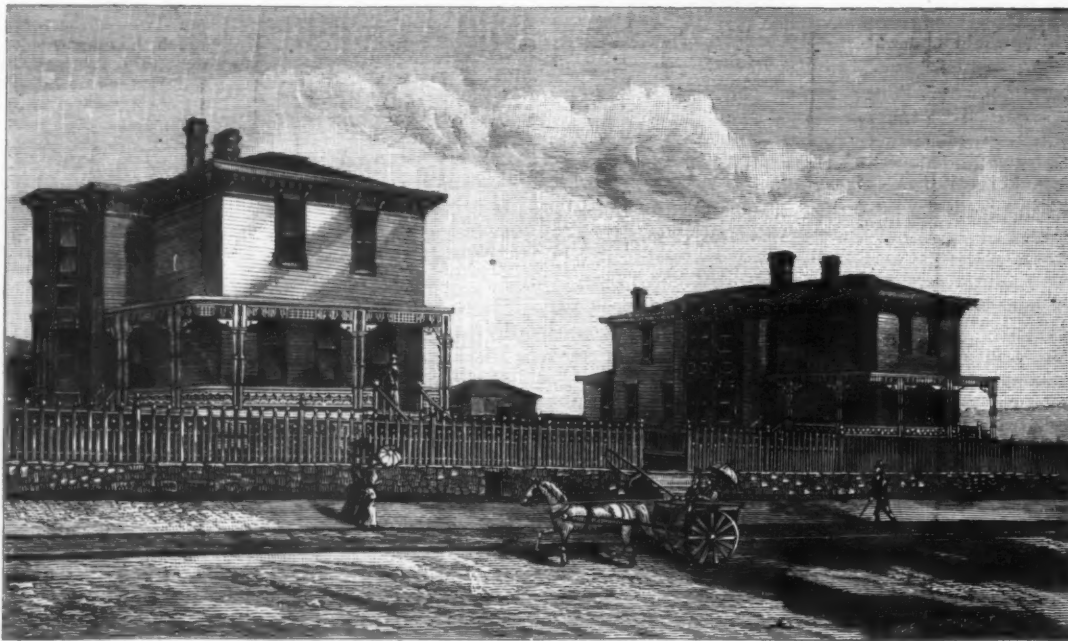
#### MORTGAGE LOANS.

Wallace, Styles & Thornburgh, who have their office in Union Block, Helena, make a specialty of mortgage loans on improved city property. This property is appraised by two of the most reliable business men of Helena and their judgment approved by a cashier of one of the banks.

The titles are examined and passed upon by one of the most reliable and conscientious attorneys in Montana. This firm have the indorsement of very capitalist in Montana, as well as prominent bankers, public officers and citizens of the East.

They offer nothing but selected mortgages, and parties dealing with them can depend upon receiving the most honorable treatment. The rate of interest varies from eight to nine per cent, according to the location of the property, but in all cases is confined to city property that is well rented and well secured.

They refer by permission to Hon. Wm. C. Whitney, Secretary of the Navy; W. R. Stebbins, banker, 25 Nassau Street, New York; Roslter & Skidmore, commission merchants, 77 Broad-



HELENA.—GEBAUER & YERGY COTTAGES. [From a photo. by Beckwith & Bowen.]

St. Paul prices on as fine a line of candies as can be procured anywhere. Send to them for a price list.

#### STEEL, REED & NEILL.

The firm of Steel, Reed & Neill, who have a novel and attractive form of advertisement in this number, occupy a leading position in the real estate, mining and live stock brokerage business in Montana. A letter to them will open the eyes of Eastern capitalists to the favorable opportunities for safe and high-rate investments in Montana.



Street, New York; Rastus S. Ransom (law partner of ex-President Arthur), 32 Nassau Street, New York; Senator Ben Harrison, of Indianapolis, Ind.; H. L. Newman, banker, St. Louis, Mo.; First National Bank, Helena, and Montana National Bank, Helena. Correspondence will receive careful and prompt attention.

#### HELENA IRON WORKS.

The Helena Iron Works, of which B. H. Tate is sole proprietor, were established in 1867 by Charles Hendie, who erected a small shop on the site of the present extensive works, which now are the most important foundry and iron works in the Territory. Its foundry facilities are unsurpassed west of the Mississippi. The foundry department consists of a building 96x80 feet with an L 22 feet wide, in which stands a cupola capable of melting 40,000 pounds of iron at a single heat. A traveling crane, with a capacity of ten tons, carries the molten iron to every part of the foundry. The pattern shop is thoroughly equipped. The machinery department is 44x86 feet. Among the specialties turned out by this foundry are chilled castings, complete mining, milling or smelting plants. They manufacture pumps for special purposes and also carry in stock a full line of pumps of Eastern make, portable and stationary engines, boilers, etc.

The boiler department and blacksmith shops are fully equipped for boiler work and heavy forging, and they also make a specialty of repairs.

The growth of the Helena Iron Works is due largely to the untiring energy of Mr. Tate.

#### S. C. ASHBY & CO.

The agricultural implement house of S. C. Ashby & Co. is the most prominent concern of its character in the Territory. Mr. Ashby's experience in the business dates back into the sixties, and in his hands the trade has grown from a single agency of the Mitchell Wagons. Mr. C. A. Broadwater, president of the Montana National Bank, is the "Co." of the concern, but his extensive interests in other directions preclude his giving any attention to the business. Their trade extends all over the Territory. A trip through their house quickly disclosed the extent of their business. On the ground floor stood samples of vehicles, representing everything from a two-wheel cart to a landau, while the warehouse was occupied with samples of light and heavy wagons, and heavy gears for hauling wood or quartz. In carriages and wagons Ashby & Co. represent the following well-known manufacturers: The Mitchell Wagons, Studebaker, Parry & Co., and the Abbott Buggy Co. In this connection they also carry a full line of harness. In agricultural implements they are agents for the Furst & Bradley Plow, Buckeye Harvesting Machines, the celebrated Deering Self-binder, and other harvesting machinery manufactured by Wm. Deering & Co., Thomas & Sons' Rakes, in fact their stock includes everything in the agricultural implement line, also sleighs of every description, including Sweet's Common-sense Bob. They also carry a heavy stock of pumps, barb wire, twine, etc. S. C. Ashby & Co.'s freight bills probably amount to more in the course of a year than any other business house in the city. The firm have a reputation for fair dealing and integrity second to none.

#### THE INDEPENDENT.

The Helena Daily and Weekly Independent has come to the front of Montana journalism in a few weeks the result of a live, active and energetic practical management, which came into control of its various departments in April. It publishes not only the heavy reports of the Associated Press which is distributed to the Pacific Coast, but a splendid special service concerning all of the news centres in the country, and along the line of the transcontinental railway, and throughout the Territory. Its local news is also made a specialty. The Independent is worthy of the progressive city in which it is published and of the wide range of territory tributary to it. No better newspaper is published in any city of the size of Helena in this country than the Independent. It recognizes no rivals neither in its field nor out of it. In a short time its mechanical equipment will excel any newspaper and job outfit between St. Paul and Portland. Orders are being filled at the foundries for new presses and type, to be added to an almost entirely new plant put in by the new management in April, and already found to be inadequate for its rapidly increasing business. The Independent building, represented herein, is being built by H. M. Parchen, Esq., one of Helena's most progressive citizens, especially for the Independent. It is located next to the Post Office, on Broadway, the best newspaper site in the city. The office will have a fine plate glass front for the transaction of business. The editorial rooms will be located immediately in the rear, and the job office still back of those. The press room will be in the basement, the newsroom in the rear of the second story above the job office. The



HELENA.—L. H. HERSHFELD, PRESIDENT MONTANA NATIONAL BANK.

move will be made into these fine quarters about August 1st. The owners and managers of the Independent are Dickerson, Devine & Hendry, all three practical men in their business, familiar with the field and intensely practical in their profession. The paper is Democratic but devotes its great energies, in the absence of live political issues, to the development of the material resources of the city of Helena and the Territory at large.

#### THE UNION WAREHOUSE COMPANY.

Among the many solid business houses in Helena is the Union

Warehouse Company, R. H. Kleinschmidt, president and L. Hillebrecht, secretary and treasurer.

Their warehouse, a cut of which is here given, has the largest storage capacity of any building in Helena. Built of granite and isolated from surrounding buildings it is practically fire proof, while the interior arrangements are of such a character as to insure the perfect preservation of any class of goods. It consists of a perfectly dry, floored basement and an upper story, the capacity being four hundred car loads of mixed freight.

The Union Warehouse Company confine themselves to a wholesale grocery business, the storage, receiving and forwarding of goods and handling on consignment. Their facilities for handling goods give them a great advantage over their competitors. In the first place they have no drayage to pay, a side track from the Northern Pacific Railroad running direct to the warehouse. In connection with the building they have a "frost room" for the storages of goods susceptible to damage by frost.

They also carry barb wire, nails and coal oil. The company are special agents for Arbuckle Bros.' coffees and the Western Union Barb Wire Company.

One advantage which they possess is of special interest to wool and grain shippers consigning their products to the Union Warehouse Company. They can depend upon a low rate of storage with the additional advantage of loading directly onto the cars without any extra charge for drayage.

Mr. R. H. Kleinschmidt, the managing head of the concern, has successfully prosecuted the grocery trade in Helena for the past twenty years.

Eastern shippers desirous of consigning goods which they think will find a market in Montana will do well to address the Union Warehouse Company before making their shipments.

#### THE HELENA BUSINESS COLLEGE AND ENGLISH TRAINING SCHOOL.

The above named institution was opened in Helena, Mont., Oct. 1, 1883, by Profs. H. T. Englehorn and E. O. Rallsback. The extraordinary patronage bestowed upon it since its organization shows that Montana not only can but will support a practical business school for the education of her sons and daughters.

During the first year there was an attendance of fifty students, the second saw one hundred and seventeen enrolled, and this year bids fair to more than double the attendance of last year. The college has long outgrown its quarters on Broadway and will now be found in the large, new and commodious house on the corner of Main Street and Sixth Avenue, occupying the entire upper story. It is safe to say that a better equipped business training school cannot be found in the entire Northwest. The course of study affords the most ample facilities for the practical education of both ladies and gentlemen.

The commercial course is as complete and practical as will be found in any business college in the land.

The coming year the proprietors contemplate adding a regular normal department for the special training of teachers. Such a thing is very much needed in Montana.

Phonography and typewriting are two of the most useful branches taught in any school, and any young man or woman who will learn to write shorthand and use the typewriter, will find ready and lucrative employment. Crayon, portrait and architectural drawing are also given prominent places among the other useful branches.

The penmanship of this institution deserves more than a passing mention. All students connected with the college receive daily drill in plain, practical penmanship. This department is under the direct supervision of Prof. S. A. D. Hahn, lately of Little Rock, Ark., instructor in penmanship, phonography and typewriting. His system is Spencerian. In the ornamental course, instruction is given in off-hand flourishing, lettering, pen drawing, teaching, engrossing pen portrait drawing, etc. The design of this department is to make accomplished penmen and first-class teachers.

Young men and women who desire to obtain a business training are no longer under the necessity of going to the States to secure it, and should avail themselves of the opportunity.

In point of health it is conceded by all that Montana possesses one of the finest and most healthful climates in the world. Young people whose health will not permit of their attending school in Eastern cities should remember this fact when looking about for a healthy locality in which to procure an education.

The following statements will show the sound financial condition of Helena's banks:

#### THE FIRST NATIONAL BANK, HELENA UNITED STATES DEPOSITORY.

Statement at close of business, Dec. 31, 1885.

RESOURCES.	
Loans and discounts.....	\$2,173,013 90
United States bonds.....	223,000 00



HELENA.—BROADWAY BUILDING, OWNED BY H. M. PARCHEN.

Other bonds and warrants.....	200,188 01
Real estate and fixtures.....	54,086 60
Cash on hand.....	329,306 36
Sight exchange and due from United States Treasurer.....	124,443 72
	\$3,104,038 59

## LIABILITIES.

Capital stock.....	\$500,000 00
Surplus and profits.....	394,933 43
Circulation.....	90,000 00
Individual deposits.....	1,855,518 66
Government deposits.....	96,316 57
Banks and bankers.....	227,269 93
	\$3,104,038 59

S. T. Hauser, president; A. J. Davis, vice president; E. W. Knight, cashier; T. H. Kleinschmidt, assistant cashier.

## THE SECOND NATIONAL BANK, HELENA, MONT.

At close of business, Feb. 1, 1886.

Capital.....	\$75,000 00
Surplus.....	7,500 00
Individual deposits.....	76,033 56
Loans and discounts.....	140,323 89
Average reserve, 33 per cent.	

E. D. Edgerton, president; J. B. Sanford, vice president; C. F. Ellis, cashier.

## MERCHANTS NATIONAL BANK, OF HELENA, MONT.

At the close of business, Dec. 24, 1885.

## RESOURCES.

Loans and discounts.....	\$555,532 62
United States bonds and premiums.....	61,156 09
Other bonds and warrants.....	3,909 65
Real Estate, furniture and fixtures.....	12,514 24
Expenses and taxes.....	11,790 93
Redemption fund with United States Treasurer.....	2,500 00
Gold and silver bullion on hand and in transit.....	48,384 85
Cash on hand and sight exchange.....	573,061 53
	\$1,268,849 91

## LIABILITIES.

Capital stock paid in.....	\$150,000 00
Surplus and profits.....	81,549 87
Circulation.....	49,970 00
Deposits.....	987,330 04
	\$1,268,849 91

L. H. HERSHFIELD, President.

## MONTANA NATIONAL BANK, HELENA, MONT.

## UNITED STATES DEPOSITORY.

Statement, Dec. 31, 1885.

## RESOURCES.

Loans and discounts.....	\$603,503 60
United States bonds, circulation.....	50,500 00
Banking house and real estate.....	65,141 36
Cash and exchange.....	261,264 30
Other United States bonds.....	102,300 00
Due from United States Treasurer.....	1,260 00
	\$1,083,471 29

## LIABILITIES.

Capital stock.....	\$250,000 00
Surplus and profits.....	67,312 36
Circulation.....	45,000 00
Deposits.....	658,548 94
Notes rediscounted.....	62,609 99
	\$1,083,471 29

C. A. Broadwater, President; A. G. Clarke, vice president; E. Tharpe, cashier; S. E. Atkinson, assistant cashier.

## BUSINESS OF THE HELENA ASSAY OFFICE.

UNITED STATES ASSAY OFFICE, HELENA, MONTANA, SUPERINTENDENT'S OFFICE, June 3, 1886.

To the Editor of The Northwest Magazine:

I herewith inclose a tabulated statement of the amount of gold and silver standard ounces; also value of gold and silver deposited in this office for the thirteen months beginning May 1, 1885, and ending May 31, 1886.

Very Respectfully,

SPRUILLE BRADEN,  
Assayer in Charge.



T. H. KLEINSCHMIDT, MAYOR OF HELENA.

Amount of gold and silver standard ounces, also value of gold and silver deposited in this office for the thirteen months beginning May 1, 1885, and ending May 31, 1886.

## STANDARD OUNCES.

	Gold.	Silver.
Deposited.....	\$58,394,346 00	\$53,998 94
Re-deposited.....	410,755 00	201 93
Total.....	\$58,805,101 00	\$54,200 87
	Gold.	Silver.
Deposited.....	\$1,086,406 44	\$48,592 05
Re-deposited.....	7,451 96	181 74
Total.....	\$1,094,048 40	\$48,780 79
Total value gold and silver,	\$1,142,829 19.	

## NORTHWESTERN JOURNALISTIC MATTERS.

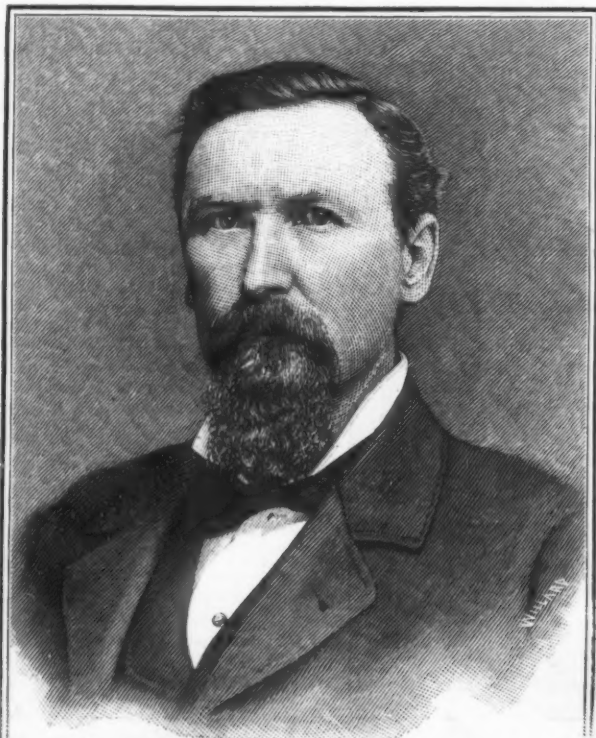
DAILY journalism in Seattle appears to be in a ferment of change. Even the staid and veteran *Post-Intelligencer* has gone into new hands, while the other papers have been shaken up in such a way as to lose their old names and managers. A consolidation of the *Chronicle* and *Call* developed an evening daily called the *Press*, and promised to thin out the crowded field, but right on the heels of the new sheet appeared the *Times*, edited by the former force of the *Chronicle* and printed with the material of the defunct *Herald*. There are too many papers in Seattle, but it is far from the intention of THE NORTHWEST to say which has the best right to live under the law of the survival of the fittest.

THE Great Falls (Montana) *Tribune* deserves praise for its success in making up a very readable weekly paper, largely from original matter. Its essays, stories and local sketches display a good deal of talent. Country papers are so often filled up in the main with clippings and puffs of advertisers that it is a pleasure to take up one that shows earnest editorial work and an effort at originality.

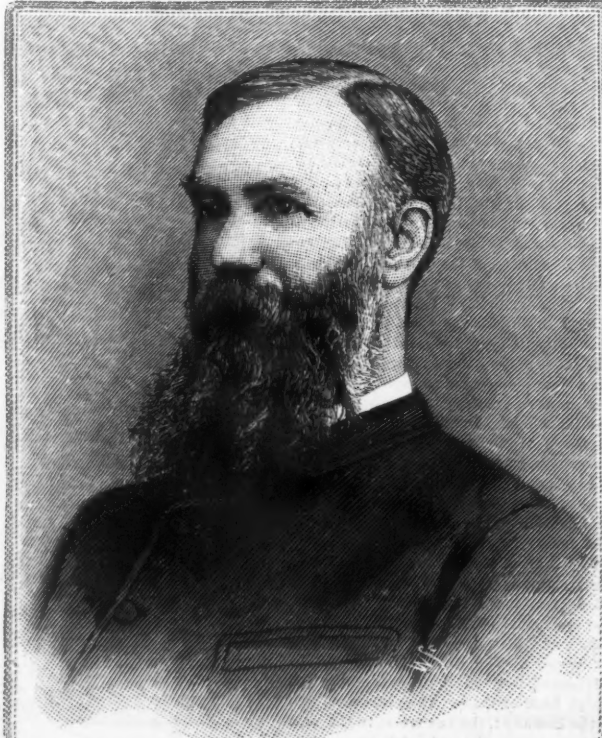
EDWARD N. FULLER, for a long time the editor of the *Tacoma News* and lately the secretary of the Board of Trade and Chamber of Commerce of that city, has started a weekly called *Commerce*, which aims to be the exponent of business interests in general. Mr. Fuller is a veteran editor of New Hampshire antecedents, who is thoroughly acquainted with the resources of the Puget Sound country.

It is estimated that in one way or another, no less than five thousand persons are directly benefited by the enterprises at La Camas, Ore. There are three general enterprises—a water power company, a paper mill and a saw mill—investing about \$200,000. These enterprises make a town of about eight hundred inhabitants with its stores, shops, etc. La Camas is about three years old.

The Lake Superior Transportation Company, through their northwestern agent, C. G. Franklin, tendered the St. Paul Jobber's Union a most delightful excursion on the steamer Japan, from Duluth to Bayfield, Washburn and Ashland. The company runs five first-class passenger steamers per week between Duluth and Buffalo, stopping at the principal cities on the lakes. This is the most beautiful and enjoyable lake trip in the world, so beautiful in fact that it is rumored that President Cleveland has selected it in preference to all others.



HELENA.—D. A. J. FLOWERREE, CATTLE KING.



HELENA.—S. C. ASHBY.



For the Northwest Magazine.

# A TRIP TO THE CŒUR D'ALENE MINES.

MURRY, IDAHO, June 5, 1886.

Yesterday morning at half past 8 I boarded one of Z. Sales' saddle horses at Thompson Falls, on the line of the Northern Pacific Railroad, and started on my second trip for the Cœur d'Alene mines. The morning was somewhat chilly, but the rising sun shining from a cloudless sky o'er a wildly beautiful panorama of dark green, timber-clad mountains and white, snow-capped peaks promised a warm and pleasant day.

At the south edge of Thompson we were quickly wafted across the broad mountain stream of Clark's Fork, on a ferry. The musical hum of the roar of the falls just below was more thrillingly heard on account of the thought of what an interesting time would be had if the stout steel ferry cable should happen to snap and let us gently glide down into the surging, roaring, dashing waters of the falls. After landing, was soon loping along the wagon road in a southwest course up the heavily timbered Prospect Creek canyon. The road now and again runs along the creek with its mosaic-like bottom of brown and green tinted oval flat stones plainly visible through the crystal-clear water, streaked with strips of golden sunshine darting through the various green-shaded border of tall tamarack, pine, red fir, and huge long-limbed cedars. The creek is crossed about thirteen times, on log bridges, within a distance of eighteen miles. Eight miles from Thompson is the Elkhorn House. Seven miles further is Mountain City, about a dozen log buildings in an open clear spot. The little mountain town has fair prospects. Several ore leads, containing galena, silver, copper, and antimony, have been discovered in the vicinity. A number of them under development are proving to be good properties. On the Lucky Bob mine, near by, a shaft is down to the depth of fifty feet, and a cross-cut of forty feet through the vein shows no walls as yet. The ore assays well in silver, copper and antimony. Berry & Hamblin, of Minneapolis, are making preparations to erect at Mountain City

a small concentrator and smelter, of about thirty tons capacity, to work the Lucky Bob ore.

After leaving Mountain City the forest becomes denser, the cedars more numerous and larger, and many more of the tall straight red firs with their oak-like bark are noticeable. Four miles from Mountain City, stopped at the Summit House for dinner. The ascent to the Summit House up the trough of the canyon is hardly noticeable.

Getting under way again after dinner, I ascended, by a winding grade, a saddle-back like sag in the mountains, two miles, to the Cliff House. Two or three feet of snow is still lying amongst the thick timber on each side of the road. Half a mile from the Cliff House the highest point is reached and the Montana-Idaho line is crossed. The saddle-back ridge abruptly slopes off to the southwest at an angle of more than forty-five degrees into the much heard of Pritchard Creek of the Cœur d'Alene mines. The road continues on down the south side of Pritchard creek canyon on a fairly good grade. Four miles from the summit the bottom of the canyon

is reached, where a few log houses in the boom days of the Cœur d'Alenes were known as Sullivan City. A sawmill, with a little mountain of lumber-logs piled up near it, is now in operation at the place. Two miles further down the creek is the mining camp of Butte, which consists of a hotel, two stores, postoffice and a number of saloons. From the road, down Pritchard Creek, can be seen many sets of sluice boxes, newly washed gravel dumps, miners' cabins and men in

different spots amongst the timber, digging, shoveling and chopping for the stuff that glitters.

From Butte there is a hill-side wagon grade along the north side of the canyon, one mile and a half to Murry, the largest town in the Cœur d'Alene country and the county seat of Shoshone County, Idaho. Murry has improved somewhat since my visit here last fall; sidewalks have been laid and a number of new buildings erected.

Men are at work grading the streets, and a company are putting in water works. The town has a bank and two newspapers, the *Cœur d'Alene Sun*, daily and weekly, by Adam Aulbach, and the *Cœur d'Alene Record*, tri-weekly, by O. H. Culver. A telephone line, under construction from Thompson Falls, will soon connect the town with the "outside" electric world.

June 6. — Today W. J. Hawkins, manager and part owner of the Dry Gulch Mining Co., and also of the California Ditch Co., informed me he had two pipes operating on their placer claim in Dry Gulch, which comes into Pritchard Creek from the north about a half a

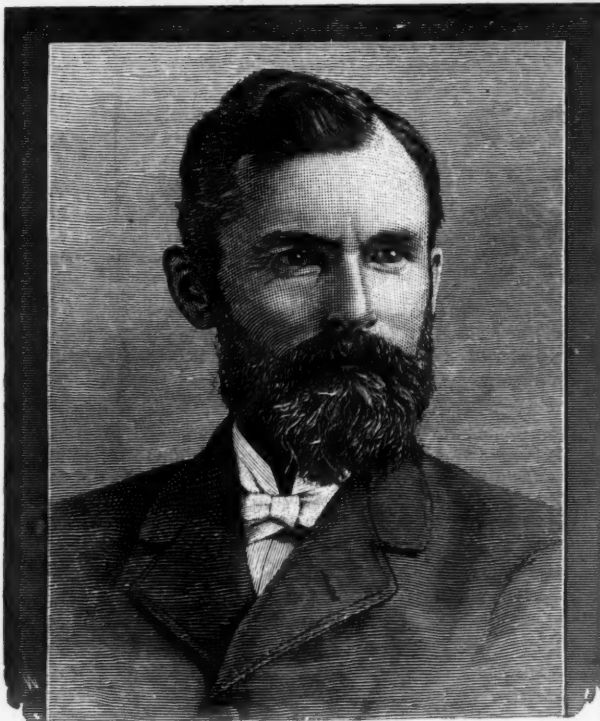
mile below Murry. The gravel is washed through 1,000 feet of sluice boxes.

In the clean-up last week, of a nine days' run, forty-one ounces of gold was taken out of the boxes alone, not any being cleaned-up from the bed-rock. Last fall, before the cold weather came on, \$10,000 was taken out of the claim in two months' run. The Ditch Co. have twelve miles of ditch and flume that runs 5,000 inches of water, taken from Pritchard Creek above Murry and running along the north side of the canyon to the claim. Six men are employed, and it is the intention to remain steady at work on the claim all summer.

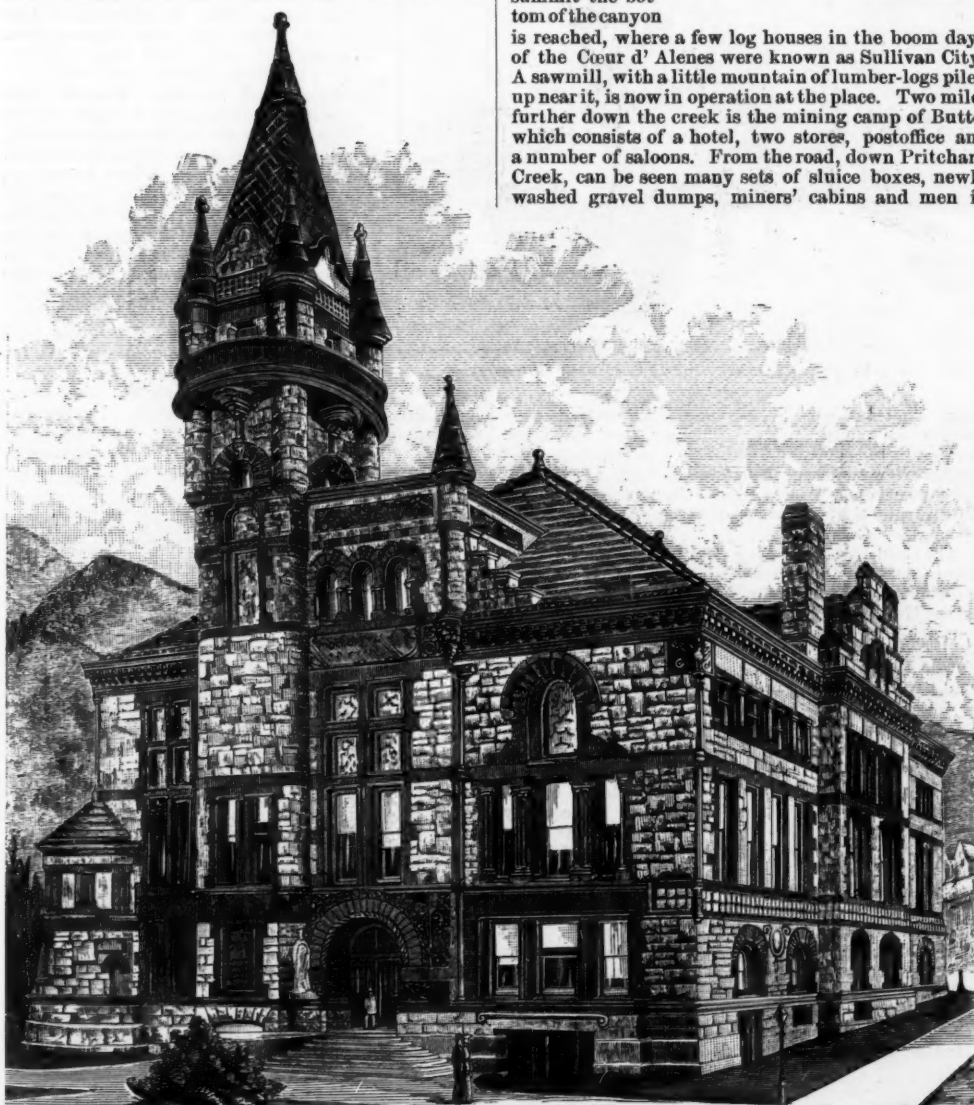
The Cœur d'Alene Water and Mining Company, composed of Louisville (Kentucky) men, under the management of Jess Coulter, have two flumes, each carrying 3,000 inches of water; one seventeen miles long, taking the water out of the head of Pritchard Creek and Bear Gulch, and running westward at the head of all the gulches and hill diggings on the north side of Pritchard Creek to Dream Gulch, which comes into Pritchard Creek about one mile below Murry. The other flume ditch, which is eight miles in length, takes water out of the east fork of Eagle Creek, to the north, and conveys it to the head of the north side gulches at the lower end of Pritchard Creek. This company owns the saw mill at the head of Pritchard Creek, which has a capacity of 15,000 feet per day. The company also owns some deep ground placer diggings at the mouth of Dream Gulch, on which is being put one of the Nye Vacuum Gravel Pumps. This, if it proves successful, and I see no reason why it should not, will give a new life to the deep gravel placer grounds in the Cœur d'Alenes and other places. The pumps are manufactured in Chicago, by the Nye Steam Vacuum Pump Company. The pumps have been in use for various purposes for some twelve years; recently they have been improved for deep ground placer mining, so it is practically a sort of dredge pump. The suction of the pump takes up from the pit all water, gravel and rocks, of a certain size, to a reasonable height, and discharges into sluice boxes, where the gravel is washed by the water brought up. The large rocks and boulders are kept to the rear, as the suction pipe works ahead sucking up all other substances from off the bed rock.

W. E. Nye, brother of the inventor, is superintending the erection of the pump on the Coulter claim.

The Badger Company's claim is hill placer ground at the head of Nugget Gulch, about half a mile northwest of Murry. One thousand dollars' worth of coarse and nugget gold was sold at the Murry bank to-day, the result of a four days' run, with a small hydraulic pipe,



COL. WILBUR F. SANDERS, HELENA.



HELENA. — LEWIS AND CLARK COUNTY COURT HOUSE (NOW BUILDING).





HELENA.—THE PARCHEN BUILDING.

on this claim. The company, D. L. Magrath, Bidwell, Hussey, and another person, own twenty acres in this claim, which they estimate will average \$20,000 profit per acre.

Capt. Pease, and others, have a bill claim a quarter of a mile northeast of Murry, out of which was recently taken forty-three dollars and sixty cents from three pans of dirt. The whole of the hills lying between Pritchard Creek on the south, and the east fork of Eagle Creek on the north, are seemingly covered with pay dirt, either old wash, or more likely, judging from the pieces of quartz attached to the gold and its unwashed appearance, a decomposed rich quartz ledge, which in ages back extended throughout this ridge of mountains, and time with heat and rain have worn the mountain down and crumbled the ledge to pieces. In fact, the roots like of such a one-time immense ledge are still found in places at different spots in the ridge.

The Bismark mine, located three and one-half miles northwest of Murry on the head of Oregon Gulch, is a three-and-a-half foot vein of free milling gold quartz between well-defined walls of quartzite and porphyry; two seams, about five inches thick, extending throughout this lead. One piece of this seam quartz about eight by fourteen inches, which I saw, had gold literally spattered-like all over each side of it about three-eighths of an inch thick. The owners, R. T. Horn and Herman Meyertholen, have expended about \$2,000 within the last year in opening up the mine. They have a twenty-two-foot shaft sunk on the mine, and a tunnel in sixty-seven feet. The vein dips into the mountain at an angle of about forty-five degrees. The northward extension of the vein is known as the Horn mine, and the south extension as the Golden Cliff mine.

The Golden Chest Mining Company, composed of Louisville, Ky., men, were the first to have a stamp mill in operation in the Cœur d'Alene country. They brought in and erected a ten-stamp mill about a year ago on their mine in Reeder gulch, about two miles northeast of Murry. The company have their mine opened up by three hundred and fifty feet of tunnel, which cuts three different distinct veins, respectively one, two and three and a half feet in width. The first lead is cut by the tunnel at a distance of 45 feet in the mountain, the next 160 feet and the third 225 feet. The veins are all free milling gold quartz that averages twenty-five dollars, gold, to the ton.

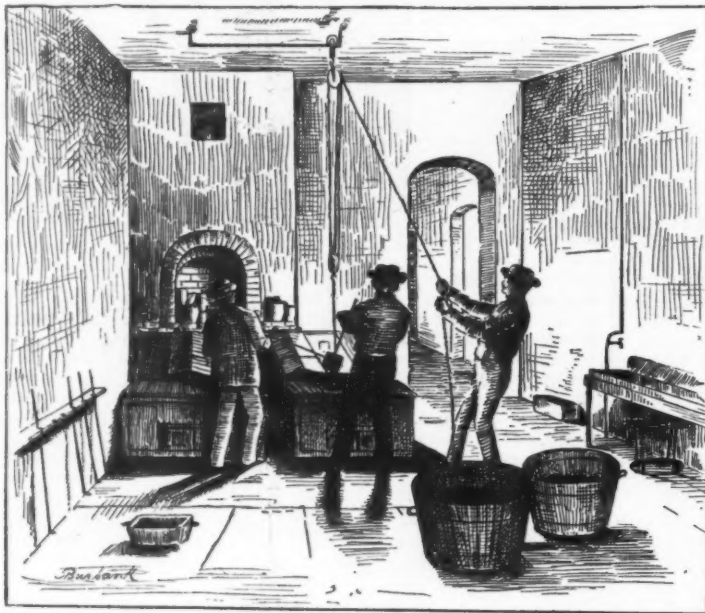
The Idaho Mining Company, also of Louisville men, own thirteen veins of free milling gold quartz, about one and a half miles northeast of Murry. They have four tunnels over one hundred feet in length developing some of their veins. The company now have about thirty men at work, and are building a lodging and boarding house to accommodate one hundred and seventy-five men. They are also making preparations to erect a fifty-stamp mill at their mines this summer. This company also recently bonded, for \$50,000, the Goldsmith mine, a twenty-five foot vein of free milling gold quartz, situated about twenty-four miles south of Murry, near the Miners' Cabin, in the South Fork country. This quartz lead was the first to be located in the Cœur d'Alenes. Tom Irwin first located it as the Irwin mine in the summer of 1879.

The Golden King Mining Company's property is about two miles down Pritchard Creek from Murry, where they have a large mill to work the free milling gold quartz of their six leads, and other necessary

buildings erected. These works are under the immediate supervision of Richard A. Pomeroy, an old-time Colorado mining man, who first began to invest in quartz in the Cœur d'Alene country.

June 7.—To-day met John Burke, who owns one-half the Tiger mine. S. S. Glidden, formerly of Glidden & Griggs, of St. Paul, owns the other half. The mine is situated in the South Fork country of the Cœur d'Alenes, about twenty miles south by east of Murray and thirty-seven miles eastward above the head of navigation of the Cœur d'Alene River, on Canyon Creek, which flows southwest, emptying into the South Fork of the Cœur d'Alene River, nine miles below the mine. Development work has been done on the mine to the extent of over 1,000 feet of tunnels, shafts and wings, at an expense of \$11,600, since the twenty-second day of September, 1884. The vein, which is from three to ten feet wide, all solid ore, between well defined walls, will work thirty ounces of silver and sixty per cent lead to the ton. The mine shows a continuous vein through all its workings. Three thousand tons of ore are now on the dump. Wm. Parker, mining expert of Denver, Colorado, estimated there is now over \$500,000 in sight, figuring the ore at thirty dollars per ton profit. The owners have been offered \$200,000 for the mine in the last thirty days, but of course refused; it is their intention to continue developing, and to have a railroad ere long to connect the mine with navigation of the Cœur d'Alene River and the Northern Pacific Railroad.

The Lelanda mine is the first extension of the Tiger; a tunnel in one hundred and sixty feet shows



HELENA.—POURING MOULTEN SILVER, IN THE U. S. ASSAY OFFICE.

same kind and quality of ore. Six hundred tons of ore are on the dump. The owners of the Tiger have an interest in the Lelanda. The two mines together show the longest continuous large vein of ore ever discovered in the United States; so says Mr. Burke, who has had considerable mining experience throughout Colorado.

The Gold Hunter Mining Company, represented by Louis Martin, of Salt Lake City, have the Hunter and Yolenda mines bonded, the Yolenda being an extension of the Hunter. The lead is situated in the South Fork country near Niger Prairie, about thirty-four miles eastward up the South Fork of the Cœur d'Alene River from the head of navigation. The mines are being opened up under the immediate supervision of F. M. Frank, who informs me a tunnel to the depth of 300 feet is in on the Hunter, showing ore the whole distance. The vein is 100 feet wide on the surface, and a forty-nine foot cross-cut at the face of the tunnel, which is at a perpendicular depth of 200 feet, shows no walls. The formation of the country rock is porphyritic shale and quartzite. The ore is galena and gray copper, assaying from \$30 to \$1,600 to the ton. A 145-foot tunnel in on the Yolenda shows a continuation of the ore body in a true vein. The Hunter will be further developed to a perpendicular depth of 500 feet by tunneling 700 feet further. Two hundred tons of ore will be shipped this summer. At present there are \$300,000 in sight, at a very low estimate.

Mr. Frank says there are over forty locations on the south side of the South Fork, opposite the Hunter, all of which are valuable locations.

B. C. W. EVANS.

## A Rich Western Town.

Pittsburgh Commercial-Gazette.

"Probably the richest city for its size in the world is Cheyenne City, Wyo., the home of the cattle kings," said Charles Jennings, a huge-sized Western man from that Territory, at the Union Depot. "The population of that city is only about 5,000, and it has about 250 business houses, counting the cattle companies' offices, which number sixty-six."

"How much money is there invested in cattle in Cheyenne City?" asked the reporter.

"To my knowledge there is \$32,500,000 in that branch of business alone."

"All American, I suppose?"

"No, a great deal of that amount is English investments. I know of at least \$5,000,000, and there may be a great deal more I know nothing of. The Swan Land and Cattle Company's paid, in capital is £750,000, and then there is Powder River Cattle Company with a capital stock of \$1,500,000, the Duke of Manchester being the chairman of the company, thus showing the large amount of stock held and controlled by English capitalists."

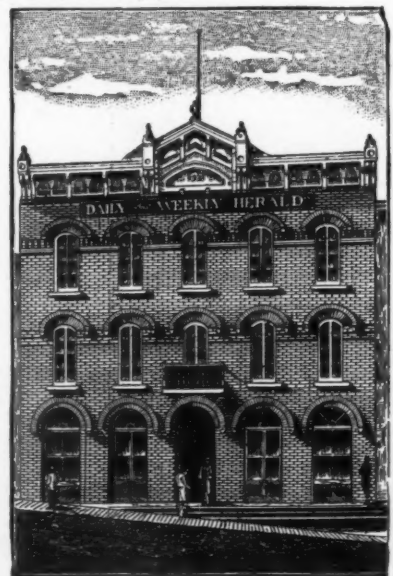
"How about other kinds of business?"

"Do you know it seems to me that there is not a poor person in the whole town. If there is there are very few. There is about as much invested in other kinds of business as there is in cattle raising, thus making a town of 5,000 inhabitants worth \$65,000,000, and where can you find another city of that size in the world so wealthy? The town has all the modern improvements, such as electric light, theatres, the same as large cities. Good-by, stranger. If you want to become rich, go there," were his parting words as he left to get aboard an eastern train.

## Fast Work at Duluth.

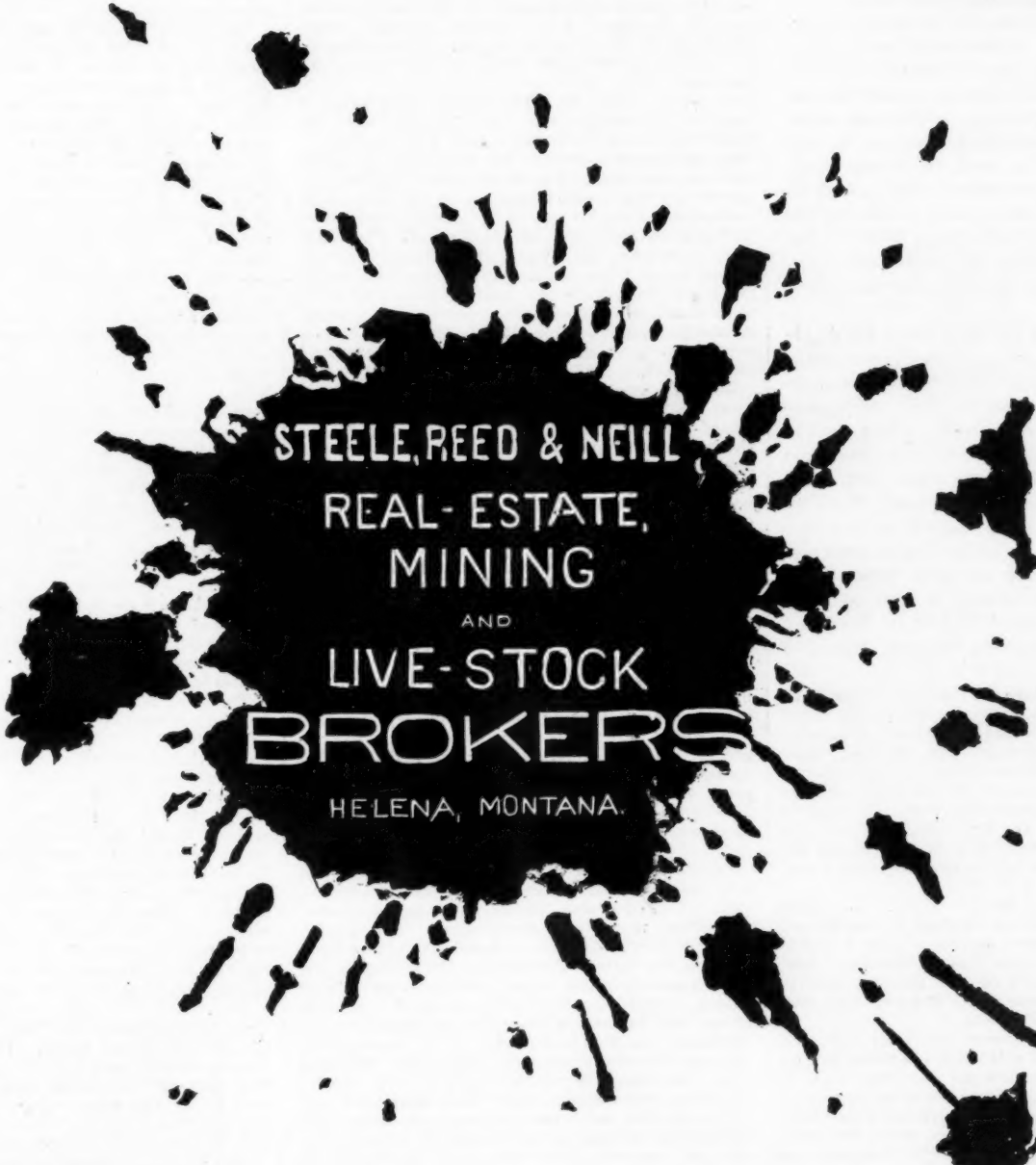
The steam barge Onoko was loaded with wheat yesterday at Elevator D. Her capacity is greater than that of any boat on the lakes, 90,082 bushels not filling her so full as to make trimming necessary. The Onoko had been loaded in Chicago last season in two and three-fourths hours, and it was the ambition of the Duluth elevator men to beat this record. To accomplish this eleven scales and nine shutes were brought into use. Chief Inspector Burdick, Inspector Shelley and Assistants Preston and Flanders weighed and loaded on the boat, in 55 minutes, 60,000 bushels, and the whole cargo of 90,082 bushels was weighed out in 82 minutes, and placed on board in two hours and five minutes, thus beating the Chicago time by 40 minutes. The dust arising from the streams of rapidly moving grain was almost intolerable. It is, of course, needless to add that the captain of the Onoko was more than pleased at this quick dispatch or that the Duluth elevators have again made good their claim to be the best equipped and managed of any.

There is no port on the lakes where such a record has been or can be beaten. For rapidity of dispatch in loading wheat vessels, flour vessels, all vessels, in unloading coal and other merchandise, Duluth docks and elevators take the broom every time.—Duluth News, June 20.



HELENA.—THE HERALD BUILDING.





STEELE, REED & NEILL  
REAL-ESTATE,  
MINING  
AND  
LIVE-STOCK  
BROKERS  
HELENA, MONTANA.

For The Northwest Magazine.

# A TRIP TO THE CŒUR D'ALENE MINES.

SECOND LETTER.

DELTA, IDAHO, June 9, 1886.

Yesterday afternoon left Murray on "the stage"—a light spring wagon that makes daily trips between Murray and Delta, a distance of about six miles. Within the first two miles down Pritchard Creek noticed the sixty foot swath of fallen trees and lumber logs extending along the middle of the bottom, the clearing down by the now "busted" Cœur d'Alene Flume Pool Company, for the right-of-way of their twelve miles of fifteen-foot sluice boxes; the new quartz mill building of the pulverizing process of the Golden King Company, setting in a recess in the mountains to the north side of the creek, and the dozen or more log cabins known as Osborne. Passing near a full kiln of newly-burnt brick turned out of the Pritchard Creek bottom to the left and began to ascend by a steep and winding new grade, between thick, green, wall-like of tamarack, fir and pine, the divide crossing south to Beaver Creek. After a good climb of a mile and a half, gained the summit, from whence could be seen to the west and north a sea of timber-clad mountains, with here and there snow-covered ridges and peaks, like high, white-capped breakers on an undulating sea of dark, green waters.

Coming quickly down the south side of the divide about a mile, I came to a more easy grade in the upper part of Trail Gulch, where could be seen numerous evidences of extensive placer workings—water ditches and flumes extending along the hill sides, canvass and sheet-iron piping six and eight inches in diameter, like huge white and black snakes, lying stretched along the ground down the steep hill, amongst the green underbrush and huge excavations, washed by hydraulic clean of trees and dirt to bed-rock, scaring the hills' foliage; long strings of sluice boxes, ending in piles of newly water-washed gravel, extending from the lower end of these rust-colored gorges in the green drapery of the hill sides.

Half a mile below where the road comes into Trail Gulch is the little camp of Myrtle, where is situated the rich grounds of the Myrtle Mining Company. The five partners in this claim, Pat Mahoney, Mike Connors, Jim Osborne, Dave Alford, C. Buckingham's heir, have each taken out over \$5,000 clear from the claim annually since commencing work. The claim is worked by hydraulic. On Trail Gulch and its tributaries the gravel to bedrock is not deep, and the ground has considerable fall, so the claims are easily worked.

About a mile west of Myrtle, where Trail Gulch opens into Beaver Creek, we arrived at this mining town of Delta, which has a post office, a bank, hotels and every other necessary line of business. The bank, which is a branch of the Bank of Murry, ships out of Delta about three hundred and fifty ounces of gold dust every week.

On a side gulch that comes into Trail from the south, just above Delta, a Mr. Mills is taking out on an average nineteen dollars per day from a placer claim by sluicing—picking and shoveling the gravel into the boxes by hand. The ground pays about one dollar and fifty cents per square foot on bed-rock.

The Trail Gulch Flume and Mining Company and the Beaver, Potiso Ditch and Water Company under the management of John Herman, are working twenty acres of placer ground with a Little Giant hydraulic pipe, on Trail Gulch, half a mile above Delta. The depth of the ground to bed-rock is from 18 to 19 feet and pays about \$1.50 per square yard from surface down. The companies also own two lines of flume; one 13½ miles long, taking water from the head of Beaver Creek, extending northwest and furnishing water to the claims on Potiso and other gulches on the northeast side of Beaver Creek; the other five miles long, taking water from Beaver Creek three miles above, southeast of Delta and carrying it to the Trail Gulch claims. The flumes furnish water all the year round. Twenty men are employed by the companies. Morris Barth, of Denver, Col., and John Herman are principal owners in the two companies. Mr. Herman states they have expended \$80,000 since April 20, 1885, in buying ground, building flumes, and in getting tools, supplies, labor, etc.

Seven miles above Delta, up Beaver creek, a ledge of galena ore, from four to twenty feet in width, cuts

across the mountains. The Sunset, Silvertip, Toughnut and twenty-five other locations on the lead all show good surface bodies of ore. A prospect tunnel and shaft, each to the depth of eighteen feet, sunk on the Sunset location shows a solid body of ore between walls of the porphyry and lime. Ore taken from the bottom of the shaft assays forty-five ounces silver and sixty per cent lead. Messrs. Wolford, Cummings and Markson are owners of the Sunset and Silvertip, the latter being an extension of the former. Just beyond this vein, at the head of Beaver creek, is the highest mountain peak in the Cœur d'Alene country, known as Sunset Peak.

This morning I dropped into a notion store, where I noticed for sale some late copies of St. Paul papers, and learned that the place was kept by two young ladies who came alone all the way from Fergus Falls, Minnesota, when the first great rush to the Cœur d'Alene mines occurred. They started a little store in the notion and newspaper line, which proved a successful undertaking, and are now enlarging their business by opening a branch store in Wardner, the new town in the South Fork country. Recently they sent back for their mother to come to the mines to live with them and assist them in their increasing business.

WARDNER, June 12.—The other morning I started from Delta, horseback, via the new wagon road, for this, "the new strike in the South Fork country." The road en route extends up Beaver Creek northeast six miles, then crosses to the south a high mountain divide that has been swept by an immense forest fire not many years past. Still standing are black and gray-colored straight flagpoles-like that once were green trees, and thousands of the same lie fallen in every direction, strewn over the mountain's steep sides, which are also spotted here and there with a new growth of little green trees and vines. Across the mountain from Beaver Creek to the Old Mullen road, which extends east and west, along by the South Fork of the Cœur d'Alene River, it is five miles. The seven miles of the road extending west, down the South Fork, not being completed as yet, is a hard road to travel. The river, which is high, and the current swift at this time of year, had to be crossed horse belly-deep some eight or ten times, with the rain that fell steadily all day, made the trip one not soon to be forgotten. At the mouth of Milo Gulch, which comes into the South Fork from the south about fourteen miles east of the head of navigation of the Cœur d'Alene river, the little town of Milo is passed, and one mile above at the head of the Gulch is Wardner, which is the central point of attraction in the Cœur d'Alene country at present.

Milo gulch is steep and its high abrupt sides are strewn with loose rock and fallen and standing limbless and barkless trees, some of which have been burnt black and others dried white. Here and there in spots are small young trees and bushy green vines trying hard to regain their right to have the color—green. First and foremost over the high towering mountains, the stones, which seem glad to aid the green, are sliding away from the now blackened and dried gray trees that not long since stood erect in all their pride and glory, letting them topple over, to be over-run and covered with the green.

On the fourteenth day of February, 1886, there were only three small log cabins in the gulch, now there are 175 log and lumber buildings completed and others in course of construction. The population will number between five and six hundred and is increasing daily. The cause of the existence and sudden growth of the town is an immense vein of galena, carbonate and gray copper ore that extends across the mountains, from the northwest to the southeast, less than half a mile up on the northern slope of the mountain south of the town. The lead was discovered September 5, 1885, by Philip O'Rourke. The first location, made on the east side of a chasm-like gulch that extends from Milo Gulch up into the mountains, was named the Sullivan; the next, on the west side of the gulch, was located as the Bunker Hill.

Interested in the mines with O'Rourke are Jacob Goetz, Harry Bear, N. S. Kellogg, Con. Sullivan and Alex. Monk. The two mines are leased by James F. Wardner and A. M. Esler, to take out 50,000 tons of ore at the rate of 50 tons per day. The Sullivan is developed by 400 feet of tunneling. The deepest tunnel, 200 feet, shows a solid body of galena and carbonate ores 22 feet in width. The lead on the Bunker Hill, which is galena and gray copper ore, is uncovered 250 feet in length and 60 feet in width, and work on the lead further down the mountain side proves it, so far, to be at least 250 feet in depth. Six cubic feet of the ore, which is in a solid mass, makes one ton. James F. Wardner says he was in Deadwood, in its flowery days, and other camps, and he never saw any mine, or body of ore, that would come anywhere near making as good a showing as the Bunker Hill. The ore the Bunker Hill is taking out is like rock from a quarry, no shaft nor tunnel being necessary.

The lessees now have over 3,000 tons of the ore on

the dump, and are shipping the best of it, at the rate of 30 to 40 tons per day, to Wickes, Montana; via wagon and steamboat, about 60 miles, to Rathdrum, and thence by the Northern Pacific Railroad 371 miles to the Wickes smelter. One hundred men are employed on the two mines at present.

A concentrator of fifty tons per day capacity is being built, at the bottom of the gulch, between the two mines, by the Helena Concentrator Co. The incorporators of the company are S. T. Hauser, A. M. Holter, A. M. Esler and S. E. Cox, of Helena, M. T., and D. C. Corbin, of New York City. The building for the concentrator is about completed. The machinery will consist, Robert Cheyne, who has charge of the work, tells me, of one rock-crusher, two sets of rolls, two sizing machines, three four-compartment-eccentric-double jigs, one double-compartment-slide-motion jig and one Evans-table. It will be put in place and in operation by the latter part of June. The ore is operated on by these machines respectively as named; the refuse is carried away by water and the concentrated pay ore is ready to be smelted.

The O'Rourke lead is said to be traceable across the mountains and gulches to the extent of twelve miles, and is from 80 to 300 feet wide. In many places it is capped with iron ore from three to four feet thick. Of course many locations besides the Sullivan and Bunker Hill have been made on the lead, and all of them are showing up well. Some of the principal locations are the Stem Winder, the first extension northwest of the Bunker Hill, owned by Devine, Smith & Tyler, and leased by A. M. Esler, shows the same quality of ore as the Bunker Hill; the next three, the Emma, Last Chance and Tyler, owned by Burke, Flararty & King, and bonded by Fuller, Sweeney & Linden, of Murry, I. T., contain galena and carbonate ores in porphyry and quartzite. A forty feet tunnel on the Tyler shows a seven to eight feet vein of ore that assays from 40 to 45 ounces silver, and 60 to 72 per cent lead. Ore is being shipped from these three mines. Next in rotation are the Viola, Virginia, Timoka and Sierra Nevada. A fifty foot tunnel in on the last named, cuts a seven feet vein of soft carbonate ore, 25 feet below the surface. It is owned by Davenport, Empey, Amerine, Monk & Lampkin. Beyond the Sierra Nevada is the Way-up-Pothers. The southeast extensions, beginning next to the Sullivan, are the Sun Dance, Silver Spray, Rolling Stone, Fair View and Old Abe. The owners of the Old Abe are Horn, Sinclair, Stevens & Ingles. The lead here is heavily capped with iron, and is found, by an eighteen feet tunnel, to contain seven feet of carbonate and galena ores. Running parallel with the Sullivan, on the southwest side, are the Sackawana, Buckeye, Richmond, Miners' Delight and Mammoth locations, all showing fair surface bodies of ore.

The town of Wardner subscribed \$1,100 towards having a telephone line connection with the "outside" world.

At Milo, the little town at the opening of the gulch into the mountain valley of the South Fork, the Kentucky Smelting and Mining Co., composed of Louisville, Ky., capitalists, have erected and in operation, under the management of Alfred Brill, a thirty-ton capacity water-jacket Hartsfeld smelter. This make of smelters, which are manufactured at Newport, Ky., and this one is the first of the kind in operation in the Northwest, are being used with good success in Arizona and New Mexico. The Kentucky Smelting and Mining Co. have obtained the exclusive right of Idaho Territory for the smelters, and intend to put them in at all points that will justify it.

The one at Milo is for "custom work." It is now running on ore from the Tyler, Sierra Nevada, Last Chance and Emma mines. The smelter has a condenser, through which all fumes and smoke passes, thus saving all evaporated metallic substances otherwise lost. The country hereabouts contains plenty of everything necessary to work the ores—limestone and iron ore for fluxing and charcoal for heating.

The Goldsmith mine, situated four miles up the South Fork, east from Milo, bonded by the Idaho Mining Co., Leo A. Scowden, Superintendent of the company, informs me, is a twenty-five foot surface vein of the freest milling gold quartz he ever saw, between well defined walls of slate and porphyry. Common soil extends up to the foot wall side. The quartz is said to average at a fair estimate, \$20 gold to the ton. A 32-foot tunnel tapping the vein 20 feet below the surface shows the vein to be a true one. The locality is such that a great abundance of water power can be readily procured. If the Q. M. Co. obtain the mine they will put up a twenty-stamp mill to start with, and power enough for a sixty stamp one.

Miners that are acquainted with the Cœur d'Alene country claim that there is a rich mineral belt, from one to three miles wide, extending across the mountains from Fourth July Canyon, which is twenty-seven miles east of the Cœur d'Alene government post, eastward sixty miles up the South Fork of the Cœur d'Alene, to Crow's Nest, which is six miles beyond the divide east of the Idaho-Montana line.

B. C. W. EVANS.



**"Broncho Bill, from Pizen Spider."**

Well yes, I'm fun Wyoming—  
Ain't 'shamed to say so, neither—  
An' I'd rather be fun that place  
En' almos' any other.

The mountains is the highest  
An' we've got the broadest plains,  
We irrigate the valleys—  
Don't bother after rains.

That's a world of gold and silver,  
An' soda, oil an' coal,  
An' cattle on a thousan' hills  
Ez fat ez they kin roll.

The sun shines thar the brightest,  
An' stays the hull year 'round,  
An' the climate is the healthiest  
That ever has been found.

The women vote at 'lections,  
Ar' wise about it too,  
An' they've got a better right to vote  
En' any dude like you.

I'm a statin' that a woman  
Ez is had a half er chance  
Allers makes as good a citizen  
Ez camps about the ranch.

An' when I make a statement,  
An' know it to be squar',  
'Tain't safe to go to doubtin' it,  
Out here er anywhar.

We've got the broadest set er men  
Upon the bloomin' earth,  
An' manhood's what we measure by,  
An' not the'r blood an' birth.

Thar's room for 'bout er million—  
Er some the rise er that—  
An' room enough to all git rich,  
An' healthy, strong an' fat.

But they'd orter be the best thar is,  
Fur littleness don't pan  
In the gorjus territory  
That's adjacent to Shyann.

**GLIMPSES OF WESTERN LIFE.****According to Cushing.**

A raw citizen in Idaho was elected a justice of the peace, and the only law book he had was a Cushing's Manual. The first case before him was that of a cowboy for stealing a steer. When the case was called the only lawyer in the little town was to defend the prisoner. "As there is no counsel for the other side," he said, "I make a motion that the case be dismissed." The justice looked over his "Manual." "A motion has to be seconded," he said. "I second the motion," promptly responded the prisoner. "The motion has been made and seconded that the case be dismissed," said the court. "All in favor will please say 'aye.'" The prisoner and his attorney voted aye. "All opposed say 'no.'" Nobody voted. "The motion is carried, and the case is dismissed," remarked the court. "A motion to adjourn is now in order." The prisoner made the motion and the court adjourned.

**"A Snap."**

"One of the most spirited 'snaps' in the lair of the tiger ever enacted in Butte was witnessed last night," said a professional sport to a *Miner* man. "First a dealer opened with \$50, and in a few moments his wad was divided up among the players; then another with \$75 pitted himself against the eager fighters. For an hour the game rose and fell until he of the \$75 was a financial wreck. By this time the throng had got their dander up and cried lustily for another victim, when an old sport, unable to withstand the temptation, threw \$100 into the till and seized the box to give the better their desires. All night long the battle waged, bets being made of all sizes, and nearly every card having a stack on it. At daylight the \$100 man was ahead \$600, and the crowd of tiger fighters a busted community."

**A Ghastly Sight.**

A gentleman who has just returned from Eastern Oregon gives an account of a rather singular procession he saw in Umatilla County. It was an Indian funeral procession. The defunct had been set upon a horse, and a stick had been lashed along each side of his body to keep it in an upright position. The head was not supported in any way, and as the horse trotted along, the body seemed bowing in every direction and the head shaking in a horribly grotesque manner. The widow, dressed in her mourning paint, trotted along behind on a lazy cuitan, to which she kept vigorously applying the whip. As a spectator remarked, "the Indians are dying off for lack of proper medical treatment. When one gets sick and is taken charge of by a medicine man, it is 'good-bye John.'"

**A Gold-Hunting Stampede.**

A correspondent of the *Bozeman (Mont.) Avant Courier* writes from the new mining district of Cooke City:

Have just got back to Cooke City from a genuine old-time stampede; am tired and happy, but hungry. The cause for our stampeding was as follows: Jim Dewins came from the head of Stillwater yesterday, about seven miles from here, where his mine is located, and as usual got a full load of benzine aboard, and when we put him to bed we found his pockets full of galena, which was as much gold as lead,—being literally full of wire gold, very similar to the rich specimens found in the Little Daisy lode last summer. Jim was shook up and when asked where it came from replied that "the country was full of 'em whar he came from;" so we concluded to step over at once and try to catch on. As soon as one little gang got started another heard of it and kept following, until there was not twenty men left in the town. Well, we got to where Jim started from, and found Mr. Ez. Bowen assorting quartz on a dump pile of ore from the Stillwater lode, and upon examination it was evident where the rich rock found on Dewins came from. We were invited into Mr. Bowen's palatial dugout and offered the free use of the spring near by, which was cordially accepted. Bowen, Dewins and Fleming during the past winter have taken out and have on the dump over one hundred tons of ore, the poorest of which will assay \$300 per ton and will run as high as \$2,000. They intend to pack it out to the smelter here and get the cash for it and build a wagon road at once. We were amply repaid for our hurried trip over the mountains and I did not hear a single growl during the journey there and back, except from Judge Potter, who was kicking because he did not own in with the boys.

**Killing a Grizzly.**

*From Turf, Field and Farm.*

"We were taking a band of wethers once—we had 10,000 in the band—from Umatilla County, Oregon, to Cheyenne," said a shepherd to a correspondent, "and had three men besides myself, each man with a dog. We had several horses, guns and camping outfit, of course."

"One hot day about noon the sheep anchored on us and while they were lying in the shade we went down to the water to cook dinner. This was in the Blue Mountains, on the middle fork of the John Day River, at a sort of horseshoe bend about a quarter of a mile around. It did not look like a white man had ever been there before."

"Some of the boys went in swimming and went across the river on the inside of the bend. They found thousands of tracks of all kinds of game in the sand,—deer, elk, coon, bear and goose tracks."

"'Them goose tracks,' interposed a voice, 'was beaver tracks. A beaver's hind foot is webbed and makes a track like a goose's.'"

"That's so. I found that out afterward. The river was full of musselshells, with mussels in them at that. You could have scooped up a wagon load of them in little or no time."

"They saw a right fresh track of a bear and a cub where they had been after those mussel and gone into the brush."

"I tried to get them not to go into the brush after the bear; but no, they were bound to go."

"They stationed me on a point that came down between the cogs of the horseshoe and commanded the underlying flat completely."

"Then they took the dogs and their guns and went into the brush. A man could just crawl through the brush and that was all."

"The bear was there, you bet, and the dogs bayed her before they had gone a hundred yards. The men could not tell from the barking where she was. They kept as near together as possible, Bill Sloan in advance. Presently Bill shot and the bear made a lunge and was on top of him and gothim down. The other man raised his gun to shoot, but was so close that the bear struck his gun from his hand and knocked it clear out of his reach. He got away from her and she went back and stepped around on top of Bill, who was about half dead. The third man opened on her and she would drop down every time he hit her and he hit her every shot. He called for help and I hurried there as fast as I could. I had a little Collie bitch that was as timid as a hare around you, but for fighting game I never saw an animal so

big that she was afraid to tackle it. She went to the bear a-flying. The other dogs were simply barking around it. Dixie seized on to the bear from behind and made it so lively for her that she left Bill and was worried by the dogs until she died from the effects of the wounds she had received."

"We got Bill out, packed him on a horse to the nearest town, which was one hundred miles away, and it was three months before he was able to be up and out again."

**Last Words of Col. Hawbuck.**

*From the Heppner (Ore.) Gazette.*

Presidents, generals, horse-thieves, and other men of great renown and large salaries, usually leave "last words" to cheer up the grief-stricken public after their death. The small boy generally gets in his work through the magical influence of a few "last words." Women always have "last words."

It will require a vast amount of patient suffering on the part of my readers to get the "last words" of Col. Hawbuck. The colonel had for several years enjoyed the honor of being the greatest liar in Long Creek, and he felt a just and sixteen-ounce-to-the-pound pride in the distinction. He had laid out a broncho-buster from the Malheur, a press correspondent from Baltimore, and a shepherd from Haystack. No man could be induced to vary from the truth one iota when he saw the mild blue eyes of Col. Hawbuck fixed upon him.

One day last week a lot of us were holding down shoe boxes, nail kegs, counters, and everything else we could get on top of, in Joe Keeny's general merchandise store. We had just worn out "the weather," "the last fight," and "Ed Allen's new barkeeper," when in came a long, gaunt, tow-headed youth from Thirty Mile, who took a seat on the grocery counter and began to carve his name on the cheese box. The colonel turned loose on a grasshopper story, ending by saying that "they went into his trunk and ate the handle off his Wade & Butcher razor."

The youth, who lives in sight of Rancheria Rock, remarked that he "had seen 'em eat the smokestack off a narrow gauge engine in Texas."

Col. Hawbuck gazed at the tow-haired boy with a look of pity, such as a Newfoundland dog might bestow upon a coyote whelp with its tusks broken off, and said he "had seen the weather so cold in Montreal that genuine 'old bourbon' froze in the barrels."

The boy, who wasn't old enough to buy whisky nor trade his vote for a second-hand jewsharp, said that "last winter in Butte he was walking down the street and called out 'hello' to a friend on the opposite side. The words froze up, struck a half-breed in the ear and killed him instantly."

The colonel moved uneasily; Bartholomew Board-shaver whispered to Bottleneck Jonas "that look'd 'so Hawbuck had found his match."

The colonel took a fresh chew of Climax, spit about a quart, and then delivered the following:

"Webfoot is the goshallfiredest place for fleas I ever see. I've seen 'em jump into farmers' wagons, take the lines and drive into town."

"Well, I've seen 'em arrest graybacks in Arizona for highway robbery," remarked the youth who dwells near the "Devil's Backbone."

The colonel was now mad, and fired into the enemy with his buffalo story, wherein he killed forty-two buffalo with fourteen cartridges, by "placing 'em all in a row and shootin' through three 'buffs' with each cartridge." He then glanced at his adversary as much as to say, "You hain't got the gall to come in against that, have ye?"

He was mistaken. The kid who sees Roundtop Mountain every day came up with the following:

"One day in the summer of '83 I was out on foot, lookin' for a saddle horse, and armed only with my natural bravery and a short grass rope. I was 'way out on the Key's flat, out of sight of wood and water, when I suddenly came upon a mule deer quietly drinking from a spring which gurgled up at the foot of a large pine tree. I crept up as close as I could and threw my rope over his head. He started to run and I had to follow him seven miles to gain enough on him to get a hip-lock—"

Here he was interrupted by the noise made by the colonel as he slid off the hardware counter into a keg of tenpenny nails. When the excitement died down the kid had incontinently skipped. The colonel revived sufficiently to mutter in a scarcely audible whisper the following "last words":

"Oh! bury me out on the hillside,  
Where the badgers dig holes in the ground;  
Where the jackrabbit snoozes at noontide,  
And the coyotes go howlin' around."

"Yes, bury me under the blazin' sun,  
Where I never again can hear  
The voice of that thirty-mile-on-of-a-gun,  
Who chased that infernal mule deer."

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### ST. PAUL AND MINNEAPOLIS, JULY, 1886.

Now that the Oregon Railway & Navigation Company has abandoned the project of putting steamers on the Upper Columbia and constructing portage roads around the rapids, the scheme of a Northern Pacific branch through the Big Bend country, westward from Spokane Falls or Cheney, to the river begins to assume more tangible shape.

A LITTLE steamboat has been placed upon the Missouri River by Judge Hilger to run from the railroad crossing near Townsend, Montana, through the Gate of the Mountains. The trial trip was made early in June. For scenic beauty the Upper Missouri where it breaks through the Belt Mountains is unequaled on the American continent.

A FUND has been raised in Walla Walla by subscription for a survey of a railroad from that city to connect with the Northern Pacific at Ainsworth. The purpose is to get a line independent of the Oregon Railway & Navigation Company, from the great wheat country, of which Walla Walla is the central point, to tide water. The proposed road, connecting with the Cascade Branch of the Northern Pacific, would furnish a short and direct line to the Puget Sound ports.

THIS is the season of the year when the Western editor entertains his readers by building railroads on paper, making rumors, gossip and a lively imagination serve for the millions of money necessary to pay for grading and to buy ties and rails. One of the latest exploits in this line is the construction of another Pacific road, by the Chicago & Northwestern building on from the Black Hills to Boise City, Idaho, and there connecting with the Oregon Pacific, which, after many years of effort, has succeeded in completing a few miles of road from Yaquina Bay to Corvallis, and now gives signs of an intention to go on across the Willamette Valley to the Cascade

Mountains, to gather in more local traffic. That there will sometime be a transcontinental road between the Northern and Union Pacific lines, is by no means a wild idea, but its construction will hardly be a matter of this century. There are too many Pacific roads already competing for the very moderate amount of through business for the good of their stockholders. When the five now existing begin to pay a moderate interest on all the money invested in them, there will be time enough to project another.

THE citizens of Miles City, Montana, are justifiably indignant at the proposition of the Interior Department to establish an Indian reservation for the Cheyennes, extending from the Rosebud to Tongue River. Such a reservation would block the great southern cattle trail over which thousands of head are driven every year for shipment at Miles, and would besides prevent the settlement of considerable areas of good farming land. Montana is sufficiently cursed by Indian reservations without having to endure the burden of another. The three now existing within her borders have an area as large as all the New England States, and are occupied by not more than 9,000 Indians. The Cheyennes now on the Rosebud belong with their tribe near Fort Fetterman. When they surrendered to Gen. Miles they objected to going upon their reservation, and Miles, who does not believe in the reservation system, allowed them to hang about Fort Keogh for a time as nominal prisoners, and then sent them up the Rosebud, giving them wagons and cattle in exchange for their ponies. No one objects to their remaining where they are as long as they claim only the rights of white men and are satisfied with their separate farms, but when it is proposed that they shall monopolize hundreds of square miles of territory to roam over as vagabond hunters, it is no wonder that the people of the Yellowstone Valley protest in plain and positive language.

SAMUEL WILKESON, the veteran secretary of the Northern Pacific Railroad Company, made his first trip over the road last month since he reconnoitered the western part of the proposed line in 1869 as one of the chiefs of the Canfield-Wilkeson expedition, sent out by Jay Cooke. That expedition started from Portland, proceeded to Walla Walla, and thence struck across the uninhabited plains in a northeasterly direction for Lake Pend D'Oreille. From the lake to Missoula, where then began the sparsely settled mining districts of Montana, the party, traveling with a pack-train, followed an old Indian trail through the forests. They went on eastward to Helena and Bozeman, but at the summit of the Bozeman Pass were compelled to turn back because of the presence of large bodies of hostile Indians in the Yellowstone Valley. The expedition went southward by way of Dillon and returned east by the Union Pacific from Ogden. Another expedition was sent out from St. Paul the same summer under command of Gov. Marshall of Minnesota, which went west as far as the Missouri River at Fort Stevenson. All the vast region between the Missouri and the Montana settlements in the Gallatin Valley was at that time in the possession of savages. That was only seventeen years ago. What wonderful progress has been made since then in conquering the Far West for civilization! Mr. Wilkeson stopped at Billings, Spokane Falls and Portland on his outward trip to Tacoma, and at Helena on his return trip. He was everywhere cordially received and entertained by the people. His wife and daughter accompanied him.

### SUSPENDING THE STATUTES.

Commissioner Sparks' latest antic was the issuing of an order suspending the pre-emption, timber culture and desert claim laws until the first of August, on the plea that Congress is considering the question of their repeal. The Registers of the Land Office were instructed in May to receive no filings under those laws until the date specified. The order stood

for a few days, and Sparks was then forced by the Secretary of the Interior to revoke it. Of Sparks' many arrogant and lawless performances, this was about the worst. He assumed a power not vested in the President, even, or the Supreme Court,—that of suspending the statutes of the United States. He virtually asserted that laws affecting the public lands exist only at his pleasure. No sovereign in Europe, excepting the Czar of Russia, has the power he thus arrogated to himself.

Citizens appear to have no rights that Sparks is bound to respect. The statutes give them the right to make entries of pre-emption claims, of desert claims, of tree culture claims, but when the great Commissioner does not like those statutes, he suspends them bodily by a few strokes of his pen. What business is it of Mr. Sparks whether Congress is considering the repeal of those laws or not? For the past ten years bills for repealing them have been introduced. As long as they stand unrepealed they are just as much in force as ever, and the right of every citizen to the benefits of their provisions is as absolute as the right of Sparks to hold the office he disgraces until removed or impeached. As a lawyer he knows this, but his mania to figure as a land reformer and his crazy notion that he is going to be elected President on that issue causes him to make a fool of himself. The wonder is that President Cleveland, who is a man of sense, should tolerate him so long.

### STATE OF SMOHALLA.

Wouldn't the name Smohalla be the most euphonious and graceful that we could have for our new State? The Indian chief of that name is one of the most remarkable of all the aborigines who have a history on our continent. He has been in many campaigns the advisor and statesman of the red men. He rates in the New Northwest among those who know him as equal to Tecumseh, after whom the commander-in-chief of the American armies, Wm. Tecumseh Sherman, was named. The headquarters of Smohalla are at Priest Rapids, where the North Yakima & Ft. Spokane Railway strikes the Columbia. During the wars of the Moses, Nez Perce, Umitilla, Cayuse, Klickitat, Wasco and Yakima Indians, this famous chief was the power behind the throne. The newspapers of the United States termed him "the dreamer," and the tribes regarded him as "the prophet." He is a man of such marked characteristics, talent and tact that he would be a leader under any civilization. His cast of features express great spirituality and force. There is no name in our Territory so suitable as the cognomen for the new State as the word Smohalla.—*North Yakima (Wash. Ter.) Farmer.*

The suggestion does not strike us favorably. Smohalla is an old pagan chief who has invented a religion of his own, of which he professes to be the prophet. He goes into trances and pretends to talk with the Great Spirit. His ceremonies are evidently borrowed from the Catholics, whose rites he witnessed when a boy at the Coeur d'Alene mission. He refuses to go upon the Yakima reservation, where he belongs, and keeps a few score of Indians about, whom he teaches that it is wicked to cultivate the ground, because Nature is their mother and to plow is to scratch her face. He and his followers subsist mainly on fish, and inhabit a valley near Priest Rapids on the Columbia. If Washington Territory is to be given a new name when admitted as a State, let it be called Lincoln or Garfield. Why honor the name of a savage whose only distinction is that he is half rascal and half fanatic and is doing all he can to hinder the civilization of the Indians under his influence?

### THE MONTANA NORTHERN.

Articles of incorporation for the Montana Northern Railway Company were filed in June with the Territorial Secretary. The company propose to build a railroad from Great Falls in a northeasterly direction to the north line of Choteau County, at the international boundary line near the point where the west branch of the west fork of Milk River crosses the line. The capital stock is fixed at \$2,500,000, and the incorporators are H. M. Parchen, R. C. Wallace, J. B. Wilson, Thos. Cruse, Wm. G. Preuit and C. A. Broadwater. This road will be an eastern link connecting the Montana Central and the Manitoba, and will eventually connect with the Canadian Pacific. Its ownership is substantially the same as that of the Montana Central.

### To Victis!

I sing the hymn of the conquered, who fell in the battle of life,—  
The hymn of the wounded, the beaten, who died overwhelmed in the strife;  
Not the jubilant song of the victors, for whom the resounding acclaim  
Of nations was lifted in chorus, whose brows wore the chaplet of fame,  
But the hymn of the low and the humble, the weary, the broken in heart,  
Who strove and who failed, acting bravely a silent and desperate part;  
Whose youth bore no flower on its branches, whose hopes burned in ashes away,  
From whose hands slipped the prize they had grasped at, who stood at the dying of day.

With the wreck of their life all around them, unpitied, unheeded, alone,  
With death swooping down o'er their failure, and all but their faith overthrown,  
While the voice of the world shouts its chorus—its psalm of those who have won;  
While the trumpet is sounding triumphant, and high to the breeze and sun,  
Glad banners are waving, hands clapping, and hurrying feet  
Thronging after the laurel-crowned victors, I stand on the field of defeat,  
In the shadow, with those who are fallen, and wounded and dying and there  
Chant a requiem low, place my hand on their pain-knotted brows, breathe a prayer,  
Hold the hand that is helpless, and whisper, "They only the victory win  
Who have fought the good fight, and have vanquished the demon that tempts us within;  
Who have held to their faith unswayed by the prize that the world holds on high;  
Who have dared for a high cause to suffer, resist, fight—if need be, to die."

Speak, History! who are Life's victors? Unroll thy long annals, and say  
Are they those whom the world called the victors—who won the success of the day?  
The martyrs, or Nero? The Spartans, who fell at Thermopylae's trust,  
Or the Persians and Xerxes? His judges or Socrates? Pilate or Christ?

—W. W. STORY.

## HOME INTERESTS.

### The Language of the Hand.

Dimples, bones and wrinkles mark the three stages of life's progress. With the wrinkled stage the steadiness of youth often remains in resolute character. When the Duke of Wellington was a very old man he could still fill a glass of water to the last possible drop and hold it up steadily, brimfull. The helpful hands kept their youthful activity, too, far into the withering age. And in nobly loving natures there is a sort of immortality of youth; the warmth of affection has given more than a royal prerogative; the hand is beautiful always to the eyes that know it familiarly. The latter years only stamp it with the impress of a longer past of tenderness, faithfulness and bounty. It is not the "old" hand, but the "dear" hand, and it never grows older, but only more dear. He who doubts the truth of this last mystery has not yet found out that hands, as well as hearts have a peculiar place in our knowledge and love of one another.—*Cassell's Family Magazine.*

Do not violently disturb a sleepy child by lifting it suddenly out of bed before it is fully awake. Do no violence to your own sleep either, if it is possible to avoid instantaneous rising at the first waking moment. There are professions; the soldiers', the doctors', the nurses', where wakefulness to order and on the jump is required. But all persons are not under such bonds to attention, all young folks are not West Point cadets to start up at the "reveille." The words of an expert are worth quoting: "Fifteen minutes spent in gradually waking up, after the eyes are opened and in turning over and stretching the limbs, do as much good as sound sleep, because the operation sets the blood in motion by degrees, tending to equalize the circulation, for during sleep the blood tends to stagnation, the heart beats feebly and slowly, and to shock the system by bouncing up in an instant and sending the blood in overwhelming quantity to the heart, causing it to assume a gallop, where the instant before it was a creeper, is the greatest absurdity. This instantaneous bouncing out of bed as soon as the eyes are open will be followed by a long weariness before noon.—*Philadelphia Ledger.*

### What to Teach Girls.

Give your daughters a thorough education. Teach them to cook and prepare the food of the household. Teach them to wash and iron, darn stockings, to sew on buttons, to make their own dresses. Teach them to make bread, and that a good kitchen lessens the doctor's account. Teach them that he only lays up

money whose expenses are less than his income, and that all grow poor who have to spend more than they receive.

Teach them that a calico dress paid for fits better than a silken one unpaid for. Teach them that a full, healthy face displays greater lustre than fifty consumptive beauties. Teach them to purchase, and to see that the account corresponds with the purchase. Teach them good common sense, self-trust, self-help and industry. Teach them that an honest mechanic in his working dress is a better object of esteem than a dozen haughty, fine dressed idlers. Teach them gardening and the pleasures of nature. Teach them, if you can afford it, music, painting, etc., but consider them as secondary objects only. Teach them that a walk is more salutary than a ride in a carriage. Teach them to reject with disdain all false appearances, and to use only "Yes" or "No" in good earnest.

### "Adorn Your Station."

Planting about railway stations is an innovation on the old idea that such places are of a purely practical character and need no decoration. With the introduction of neatly designed station houses came the desire for outside adornment, which on the more progressive roads has grown into an art, and developed some peculiar features that might very properly be introduced into our home grounds. The belts of shrubbery with their flowing outlines and contrast of color, prettily interspersed with ornamental grasses and dotted with an occasional low weeper, is an example of this kind. The little grass-plots circled with smooth, hard entrance roads, are utilized by prettily designed flower beds, which in many cases display more taste than can be found in our pretentious grounds. Few trees are necessary; just sufficient to afford shade on the building, and an incidental evergreen to create a little variety. But the charm of this work lies in the fact that gardening is made popular by placing such instances directly before the eyes of many who have no conception of the beauty of modern planting, and it has its reward.

### Chewing Gum Advised.

Thinness is a physical characteristic of Americans. I account for this because of the fact that they are in a new country to whose climate they have not become used. Even the descendants of people who came to America two hundred years ago are not fully acclimated. This is true, it matters not to what country people may remove. Natural history has demonstrated, that at least three hundred years are required to acclimatize a native that has taken up his abode in a new country. Now, as thinness is a characteristic of Americans, they ought to use whatever will make them fat and they ought not to use what will keep them lean. The habit of chewing gum causes certain juices which aid digestion to flow freely, unmingled with any injurious substance. The habit of chewing tobacco also causes these juices to flow freely, but the tobacco chewer either expels them from his mouth or swallows them mixed with the poisonous juice of the weed. I see you have your note book out; just dot down this fact: Twenty years ago the rule was that Southern women were thin and delicate; it is not the rule now. Southern women are not physically equalled in all North America. Any physician who is as well informed as he ought to be will tell you that is true. This change is due to the habit of chewing gum. You may smile, you may even laugh, if you please, but I am telling you a plain fact. As to Southern men, they are as thin and gaunt as they ever were, and so they will remain until they cease to chew tobacco and begin to chew gum.—*Macon Messenger.*

### Beef the Best of all Meat.

Even on a limited income, beef should be the principal meat, for it is the most wholesome; other kinds make an agreeable change. Use pork sparingly, though it is cheap; beef can be made equally cheap by choosing suitable pieces and cooking them well. Take a thick slice of meat from the round, such as you can buy at the market for ten cents per pound, with no bone and little fat. Get the butcher to split it almost open for you, so you have one large, thin steak. No matter how tough, it will be tender as porterhouse steak when ready for the table, and quite as toothsome. Lay the meat out smoothly and wipe it dry, but do not wet it. Take a coffee cup

full of fine bread crumbs, a little salt and pepper, a little powdered thyme or other sweet herb, and just enough milk to moisten to a stiff dressing. Mix well and spread over the meat. Roll it up carefully and tie it up with twine, wound to secure it well, especially at the ends. Now, in the bottom of your kettle fry some fat salt pork till crisp and brown, one-quarter pound cut in thin slices (cost three cents). Into the fat that has fried out from this pork put the rolled meat, brown it on all sides, turning it until it is a rich color all over, then put in half a pint of water and sprinkle over a little salt. Keep closely covered, adding a little water if it cooks away too much. If one likes the flavor of onion, add the half of a small one, chopped fine. When ready to serve unwind the string carefully to preserve the shape. Lay it on a platter with the gravy poured over it. Cut the meat in slices through the roll, as jelly roll is cut by the bakers. The toughest meat is made tender and nutritious cooked in this way, and is equally nice warmed over the next day.—*N. Y. World.*

### Women Should Study Politics.

*From the Philadelphia Times.*

Up to the present time we seem to have gone upon the principle that politicians, like poets, are born, not made; any man has a vote, and any woman an influence, in affairs pertaining not only to present interests but to the world's future history. That a man should vote has been deemed a matter worthy of being secured at the cost of the uprooting of States and overturning of civilizations; how he shall vote has been deemed a matter of concern only to the candidates for election.

Yet the study of politics is a study not only important, but very interesting. To judge by the amount of talk bestowed upon every political question, even the most trivial, there are few minds that would not find a keen pleasure in the intelligent investigation of political with their allied social questions; and although a radical difficulty in the formation of a proper school of practical politics would seem to lie in the fact that most people imagine that they know all about the subject already, yet there is a rising generation unaware, perchance, of the extent of their endowments in this particular, and from their numbers it may be hoped that some pupils for the proposed school may be secured.

There are two kinds of women in the world; those who hate the very mention of politics, and those who are deeply interested in the subject. With a few notable exceptions, both are about equally ignorant; both have a strong influence on the present voting population; both at some possible future time may themselves become voters. To both the study of politics would be useful and not merely as a means of correcting an influence often highly pernicious, or of stimulating to the exercise of a beneficent influence. It would, above all, be useful as opening to them new avenues of thought, as establishing for them new points of contact with the outer world, and as creating new channels through which intelligence and culture may flow into their homes. The narrow range of women's interest has dwarfed many a mind endowed with large powers or growth; the pettiness, the untruthfulness, the little meannesses to which woman is thought to be more prone than man, are generally the result of the narrowness of her vision. She does not see truth in a broad light, and therefore she cannot see it truly. Let her intelligence be exercised in matters practical beyond the sphere of her home duties, and she will gain morally, even more than intellectually.

It is especially important that women who are already interested in large questions, charitable workers, religious teachers, temperance reformers, should be thoroughly well founded in the science of politics. The adjustment of political action to the social problems of modern life is to be the great public duty of the future. With these great problems women have much to do, on their practical side, and the true adjustment of social and political conditions is a work which demands the best powers of our brightest women, as well as our most promising young men. Problems of sanitary science, of public health, of providing work for the idle, and industrial education for the incapable; problems relative to the housing of the poor, the employment of prisoners, the relation of ignorance to crime, of amusement to public morals, of religion to charitable work—all these problems have to do with politics quite as surely as do woman suffrage or prohibition, and all of them demand that women, whether voters or not, should come to an intelligent acquaintance with the fundamental principles on which political science and practical politics are based.





I HEARD lately, from a worthy and distinguished citizen of St. Paul, a sharp criticism on the practice of the press clubs of St. Paul and Minneapolis of holding their regular meetings on Sunday. The afternoon of Sunday is chosen because there is no other time when all the writers engaged on both morning and evening papers have an hour or two of leisure. As the purpose of these gatherings is mental improvement, and wholesome social enjoyment, it would seem that they ought not to give offense in these modern days, when the old Sabbatarian notions are replaced, and parks, libraries and picture galleries in England and in our Eastern cities are open to Sunday visitors. My friend's criticism reminded me that I heard in New York, last winter, from an Episcopalian pulpit, a sermon on "The Sunday Superstition," in which the head of the Christian Church was referred to as the "Sainly Sabbath breaker of Israel." The argument of the discourse was that Christ took special pains to teach by example that the old Jewish ideas about the sanctity of the Sabbath should no longer be entertained. The preacher did not fail to point out, however, that in their release from the old theological dogmas about Sunday, there is danger that people may forget the purpose and healthful use of the day for rest and relaxation, mental improvement and religious observances.

THE NORTHWEST received a call at Brainerd from the veteran conductor of the Northern Pacific, Capt. Spalding, who ran the first train on the road. The captain is now out of train work but is still in the service of the company, filling the responsible position of paymaster for the machinery department. He owns a good farm near Brainerd and is in a position to enjoy the down-hill side of life.

ANYONE at all fond of geographical study is sure to notice, in going from Brainerd to Duluth, how close to the head of the lake is the water shed which forms the rim of the basin draining into Superior. The railroad cuts through a low ridge at Norman, about thirty miles from Duluth and then begins to descend rapidly towards the lake. West of that almost unnoticeable dividing line the water runs to the Gulf of Mexico; east of it to the Gulf of St. Lawrence. If not on the roof pole of the continent, Lake Superior may be said to be upon one of the afters. It is singular that so mighty a sea should receive the drainage of so small a region of surrounding territory. Look upon a good map and see how close the *Hauteur de Terre* comes to the northern shore and how near to the southern shore are the sources of the St. Croix, the Chippewa and the Wisconsin rivers which flow to the Mississippi. It is very much the same with all the great lakes. Not one of them receives the waters of a single large river. Few of the streams running into Lakes Huron, Michigan, Erie and Ontario have a course of a hundred miles.

THERE has been a great change in the methods of lake navigation in recent years. Cheap coal has caused steam to take the place of sails to such an extent that nearly all the heavy business of carrying wheat, coal and iron ore is now done by huge steam barges, each taking two sail vessels in tow, the sails of the barge and the towed crafts being only used as auxiliary power when the wind is favorable. The round trip from Lake Superior ports to Cleveland or Buffalo is made in about half the time required by a schooner relying on its sails and the seamanship of its captain. A veteran captain at Ashland told me that it is a rare sight now to see a sailing vessel making her own way on the lakes.

"Seamanship," he added, "is becoming a lost art. All the master of a vessel has to do after leaving port in tow of a steam barge is to see that his line holds. He can sleep most of the time if he wishes."

THE coffee-colored torrent of the St. Louis River, in its mad race of ten miles through a rocky gorge before it loses itself in the Bay of Fond du Lac, presents a spectacle worth traveling far to see. The water power is enormous, but water power is of small account in a purely lumbering country, for the reason that the slabs and saw dust made by the mills furnish without cost fuel sufficient to generate all the power needed to run the machinery. Thus it comes that no use is thus far made of the great natural power of the St. Louis. Perhaps its ultimate destiny is to grind a large share of the wheat crop of the Northwest, which now goes past it for shipment at Duluth, or it may be the future will see it used to furnish compressed air power for transmission in pipes to the city at the head of Lake Superior on the plan now in successful operation in France.

IN Jamestown, Dakota, I was told that \$75,000 had gone out of town since last November, to pay losses in wheat speculation, and that the business of the place is still somewhat crippled by this drain of cash, which would otherwise have been expended in improvements. When will country people learn that they have no chance in the gambling operations of the stock exchange and the wheat market? There are thousands of sleek, well-fed fellows in New York and Chicago, who wear clothes of the latest fashion, drink fine wines, live in big houses and drive fast horses, with money obligingly furnished them from the country towns to be used in so-called speculations on margins. If people cannot suppress the gambling instinct they had better bet on faro or some other game where they can at least watch the cards. Do they imagine that the stock and produce exchanges are benevolent institutions, run for their benefit? Who keep up these palatial structures and support in purple and fine linen the brokers who operate in them? Who else but the "lambs" that come in flocks every year to be shorn.

AT Tower City I was told that work is going forward upon the Dakota & Great Southern Railroad, which is to cross the Northern Pacific at that place. The grading is progressing northward from Andover in South Dakota. This is the project for which Gen. Haupt tried to place bonds in Europe a year or two ago.

Now that the Manitoba is actively building west from Devils Lake there ought to be no delay on the part of the Northern Pacific in occupying the Mouse River country with a line from Sykeston or Minnewaukan.

AFTER all the surveying that is being done this summer in the region between La Moure, Dakota, and Columbia and Ellendale, the long-needed road to connect the railway systems of North and South Dakota may fairly be expected to materialize before snow flies again.

#### About Glenullen.

NEW YORK, June 11, 1886.

To the Editor of *The Northwest Magazine*:

I have seen a copy of THE NORTHWEST for April, 1885. On page twenty-one there is some description of the Curlew Valley in which Glenullen is situated, meant, I presume, for GLEN ULLIN in Morton County, Dakota.

Can you kindly give me the name of your correspondent, that I may write to him for a more detailed account of business opening for one in middle life, who has lost everything and must begin life anew? Your answer will greatly oblige.

W. D. A.

The writer of the letter you mention was A. E. Bovee, one of the founders of the Glenullen settlement. Glenullen is a prosperous farming community in a hilly prairie country. Climate good; water pure; coal abundant; soil largely productive; scenery pleasing.

#### AT THE CONFLUENCE OF TWO GREAT RIVERS.

Correspondence of *The Northwest Magazine*.

PASCO, FRANKLIN Co., W. T., June 1, 1886.

Pasco is centrally located in Washington Territory at the fork of the main line of the Northern Pacific Railroad—one line extending west by south down the Columbia River to Portland, Oregon, and the other northwest, traversing the extensive and fertile valleys of the Yakima and Kittitas, and crossing the main range of the Cascade Mountains, via the Stampede Pass, to the best harbors in the world,—Seattle and Tacoma, on Puget Sound. Just southwest of the town, meet the two mighty rivers of the Northwest,—the long, winding Snake and the placid, broad Columbia.

Low rolling ground, covered with a thrifty growth of sagebrush and luxuriant bunch grass, stretches away on every side for miles and miles till in the far distance on the southeast the faint streak of the Blue Mountain ridge intermingles with the deep blue of the air or sky. Away off to the west the timber darkened range of the high Cascades, which here and there white glistening, stands in bold relief against the clear sky. There is a sort of a pleasant, dreamy quietness over the spot where these two mighty waters meet. With such a wide stretch of horizon and extensive scope of sky one is more readily impressed with the vastness of the universe. Of nights the sky looks deep and fathomless, and the many shining worlds overhead seem to be nearer, so that the view is carried beyond many of them. The air being so clear, this, I should think, would be an excellent point for astronomical observations.

But coming down from the pedestal of fancy, and glancing over the map of Oregon, Washington and Idaho, it will be readily seen that the point at the confluence of the Snake and Columbia will, in the course of time, be the grand centre of vast systems of railroad and steamboat lines. Besides the great Northern overland route stretching two mighty arms to Nature's highway of commerce from this point, companies are incorporated for contemplated lines to the rich Walla Walla Valley and the East Oregon country, which, in time, will unavoidably be continued on south to connect with the now mostly completed line in the State of Nevada, extending south through the southern corner of California and on into Old Mexico.

Steamboats navigate the waters of the Snake from the Columbia eastward over a hundred miles up to Lewiston, Idaho, and on up to Asotin on the Washington Territory side. The whole of this distance is through an immense grain-growing belt, whose millions of cents of cereals will naturally come by boat down the Snake, then by rail via the short cut to Puget Sound to be loaded on vessels for all parts of the world. Boats also traverse the Columbia for over a hundred miles down to Celilo, Oregon, through a country rich in farm and range products. Also with four short portages, the longest not over eight miles, the Upper Columbia can be navigated over four hundred and thirty miles from this point, clean up into British Columbia, taking in the whole of the Big Bend country. The smaller streams coming into the Columbia from the northwest and north, such as the Yakima, Wenatchie, Methow, Chelan and Okanogan, can each be navigated for some distance.

Thus it is evident that this point at the junction of these two large navigable rivers, and the natural common meeting point of all railroad lines traversing the country, will in the near future be something of a place, notwithstanding the many satirical remarks passed on the place on account of the extensive stretches of sagebrush rolling away for miles and miles on every side. It is a well-known fact throughout the West that not many years ago the sagebrush-covered bench lands were considered worthless, but now they are looked upon as being far better than the lower lands. These bench lands were judged before they were tested, and so it is

with these rolling stretches of sagebrush land; but everyone who has given it a fair trial is aware that wherever sagebrush grows large and healthy, the soil is of an excellent quality, in which can be readily raised most all kinds of cereals and vegetables. The sagebrush lands hereabouts have been proven to be fertile and good; large crops of wheat, barley, rye and corn have been raised successfully for the last five years. Also Irish and sweet potatoes, tomatoes, melons of all kinds, peanuts, etc., all do extraordinarily well. All the small berries, fruits, and even grapes, have thrived and done well in the soil and climate so far, and there is no reasonable cause to occasion them to do otherwise. B. C. W. E.

#### LONGITUDINAL BELT ROUTES.

(For The Northwest Magazine.)

Besides the great transcontinental lines traversing the country latitudinally, through connecting lines longitudinally are beginning to extend "up and down" the continent, as it were. These are more noticeable in the West, where long chains of mountain ranges extending north and south make natural longitudinal belts of country. The first belt of this kind, from the Pacific Ocean, has its line of railroad about completed in the United States—that reaching from Puget Sound to the southern part of California. The roads comprising the through route are, beginning at the south end, the Southern Pacific, Central Pacific and California & Oregon, through California, and the Oregon & California and Northern Pacific, through Oregon and Washington.

The second belt lies along the east side of the Sierra Nevada and Cascade mountains. Completed lines of this route are the Carson & California Railroad from Mojave, California, north to Carson City, Nevada, and the Virginia & Truckee from Carson City to Reno, Nev. Contemplated line, the Nevada & Oregon Railroad, from Reno north through the northwestern part of Nevada and the southeastern part of Oregon, crossing the Malheur country to Baker City, Ore. The completed part of the line is the Oregon Railway & Navigation Company's line from Baker City northward via Blue Mountain and Walla Walla to Pataha. Part of the route under construction is the Spokane & Palouse Railroad, from Spokane south through the Palouse country, via Lewiston to Pataha or Walla Walla.

But little has been done to the third belt route as yet. Only sixty-nine miles, from Shoshone to Ketchum, in Idaho, and a short piece from Pallsade to Eureka, in Nevada, is completed. The Montana & Idaho Railway Company's proposed line will be a part of this third belt route, extending from Missoula, Montana, south through the Bitter Root Valley to Salmon City, in Idaho, and thence to Ketchum. The north line of this belt route will be the Flathead & Kootenai Railroad.

The fourth belt route is two-thirds completed, comprising the Utah Southern from Frisco, in Southern Utah, north to Salt Lake City, the Utah Central from Salt Lake City to Ogden, the Utah Northern from Ogden to Garrison, the Northern Pacific from Garrison to Helena, and the Montana Central, now under contract from Helena to Fort Benton, and on north to Calgary in Alberta. B. C. W. EVANS.

#### Montana as a Horse Country.

The man who has a ranch, range and a few good mares in this country, is in a fair way to be wealthy. It is now realized throughout the entire country that the high grazing regions of the West are capable of producing better bone and muscle than any other country, and all that Montana horsemen have to do to create a strong standing demand for their horses is to be zealous in the propagation of good stock. We are so far from markets capable of relieving us of large numbers of horses that it will not pay—not so well, at least—to raise anything but valuable animals, as it costs about as much to market a \$40 pony as it does a \$1,000 thoroughbred.

It seems that there ought even now to be a large

profit in transferring horses from this country to places where the prices are so much higher.

It is a fact that a horse that could be bought for \$40 to \$50 here is worth \$75 to \$100 in Texas and other countries, and there is a prospect that every man who has a good horse for sale can dispose of him easily and at handsome figures to drivers and shippers.

There is every prospect also, that so far as the horse trade is concerned, the movement of stock from the south to the north will be reversed, and that large numbers of Montana horses will find their way to Southern markets.

Just as Montana grass and air matures beeves better and makes them more valuable than those marketed from other ranges, just so these same feed and climatic conditions impart better muscles, sinews and bones into horses and make this the finest horse country on earth.

Montana is the modern Arabia, and future generations will speak of the horses of ancient Arabia in comparison with those of this country.

The horseman who realizes that this is the best country for his business in America, who stays with his business and uses good judgment in the selection of animals to breed from, and displays business ability in the management of his affairs, will be the rich man of the future.—*Stock Growers Journal*.

#### Pennsylvania Men in Oregon.

Early in March a call was issued by I. Allen Marcum, Sam R. Irwin and Geo. W. Pittock for a meeting in Portland of Pennsylvanians. On the seventeenth of the month a Pennsylvania association was organized with the following officers: I. Allen Marcum, governor; P. G. Eastwick, first lieutenant governor; Geo. H. Himes, second lieutenant governor; Hon. Elwood Evans, attorney general; Geo. W. Pittock, secretary of state; D. Solis Cohen, state treasurer; Joseph Sloan, sergeant-at-arms; G. T. Brown, doorkeeper. Beginning with thirty-one members, the society has grown to ninety-five and is still increasing. The membership extends over Oregon, Washington, Idaho and British Columbia. A trifling fee is charged members to raise means to sustain the organization. The object of the association is briefly stated: "To strengthen friendship among former residents of the Keystone State, and to furnish information to Pennsylvanians intending to visit or settle in the Northwest; to entertain and furnish information to those visiting the country." A visitor's register has been placed in the board of immigration rooms, and the membership register is in charge of the secretary of state, to whom all communications may be addressed, at Portland, Oregon. The native sons of Oregon and Ohioans have since formed societies, and probably the New Yorkers, Indians and others will fall into line. After several organizations have formed, a "states hall" will be established as a free reading, social and meeting room for those entitled to entrance.—*Portland Oregonian*.

#### Permanence of the Great Falls of the Missouri.

Eugene V. Smalley has a very interesting article in the last *Century* magazine on the flouring mills of Minneapolis. The article is beautifully illustrated in following the growth of this great industry from its modest beginning to its present magnificent proportions. We have at the Great Falls of the Missouri the possibility of a similar growth, though it is doubtful if the Government can be induced to improve the water power as it did at St. Anthony Falls.—*Helena Herald*.

The aid of the Government will never be necessary in order to improve or preserve the water power of the Falls of the Missouri. Unlike the Falls of St. Anthony, the rock formation of the Missouri Falls is solid, sound and substantial, and the action of water on such a bed will not have any perceptible effect for centuries. An evidence that the falls during the past eighty years have not worn away the rocks over which they plunge, is shown by the measurement made by Lewis and Clarke in 1804 and the measurements by the Government engineers a few years ago, which tallied to the fractional part of an inch.—*Great Falls (Mont.) Tribune*.

#### NORTHWESTERN NOTES.

NELSON STORY, the Bozeman (Mont.) banker, miller and cattle owner, is building the finest residence between Minneapolis and Portland, Or.

THE Montana Company Limited (the Drum Lummon) crushed 3,290 tons of ore last month, producing, in bullion, \$145,107. The last quotation of stock was \$1 1/2. Od., over four times its par value of 21. This is the heaviest monthly output this great mine has shown so far.

THE Northern Pacific Railroad Company has paid the survey fees on 406,000 acres of its land in Traill County. This includes all the land embraced in the company's grant in the county. The Northern Pacific Company is faithfully keeping its pledges made through Col. Ball, at the convention held in this city a few months ago.—*Fargo Republican*.

THE Montana National Bank, of Helena, has established a branch at Great Falls, to be known as the First National of that place. The capital is \$50,000, and its officers are C. A. Broadwater, president; H. G. Chowen, vice president; Louis G. Phelps, cashier, and A. E. Dickersman, assistant cashier. J. J. Hill, of St. Paul, is one of the directors.

As a person travels from Mandan to Dickinson he will perceive, if any way observant, many new farm houses being built, nearly all of which are built in a style that indicates that the settler has come to this new country with at least a fair amount of "dust." The fact is apparent that this region is fast settling with people who are able to start in good shape, and will develop the country a great deal the first season.—*Mandan (Dak.) Times*.

THE Chehalis *Vidette* asserts that Grays Harbor is the best bar harbor on the coast. It carries more water than any other bar, and has as safe an entrance as the straits, or the harbor of San Francisco. We may be visionary in predicting that the main California trade will at no distant day pass through this valley on its way to the Sound, but of one thing be assured, that we will give the straits a hard rub for it, even if we do not succeed.

SHIPPING LIVE CATTLE TO ALASKA.—Widus Thorp, formerly of Yakima, is making arrangements to establish a slaughterhouse at Juneau City, Alaska. He will ship the cattle from this Territory, and contemplates the supplying of the principal Alaskan towns. At present dressed beef is shipped from Victoria but its quality deteriorates in transit. Mr. Thorp thinks that he can create a market for fifty head of cattle a month.—*Yakima (Wash. Ter.) Signal*.

THE MONTANA WOOL CLIP.—Mr. Theo. Gibson, a son of Paris Gibson, of Fort Benton, and agent for Denny, Rice & Co., Boston wool merchants, says the wool clip of Montana this year will amount to about 7,000,000 pounds, the largest of any year in the Territory's history. Of this amount nearly 2,000,000 pounds will be shipped from Fort Benton, about 1,500,000 from Big Timber and about 1,000,000 from Helena and neighboring stations.—*Helena Independent*.

NORTH DAKOTA WEATHER.—Warm days and cold nights characterize the summer. The heat is greatly tempered by the cool breezes, which rarely fail on the prairies. The autumn is a delightful season, and is frequently prolonged far into December. On the whole the climate of North Dakota is highly conducive to health, and to comfortable living. Intending emigrants need feel no apprehension on account of climate considerations. They will be able to work out of doors with comfort more days in the year than in any of the Middle Eastern States, and will be free from all malarial diseases.

AN ENORMOUS ORDER.—According to a telegram from Port Townsend, published this morning, the Port Discovery mill has received from Japan an order for ties to the amount of 120,000,000 feet. An adequate conception of the size of this order can be formed when it is known that the mill has never cut more than 30,000,000 feet in one year. It would accordingly take four years of steady work to fill the Japanese order. Moreover, if ties can be procured here more cheaply than at any other place, the same is true of large timbers, and further extensive orders may be expected.—*Seattle Post-Intelligencer*.

OREGON AND WASHINGTON IMMIGRATION.—Oregon and Washington Territory are prospering from new immigration this year as never before, and it is almost exclusively American. It illustrates the strength of the native stock that the furthest State and Territory are settled by a large proportion of native Americans, counting out the Chinese. One reason is that the foreign immigrant only a degree above a pauper cannot afford to pay his fare across the continent. Portland has gained 2,000 in population within a year and built many residences and business blocks. General business is better than it was a year ago. In the Willamette Valley the wheat acreage is about the same; in the Columbia Basin new railroad branches are tapping new wheat fields; in some sections barley for the Eastern market is superseding wheat. New settlers are taking a good deal of money into the country. Around Walla Walla, the most remarkable wheat region of the whole country, rotation begins to be practiced and fields formerly cultivated are lying fallow. The fruit prospect is good.



**FARMINGTON BRANCH.**—The contract for the construction of the Farmington branch of the Oregon Railway & Navigation line was awarded to Nelson Bennett, whose name has become familiar as an extensive contractor on the Northern Pacific, he having built the greater portion of the western division of that road. We understand the contract calls for the completion of the work by October 1st, and that trains will be running on the branch by November 1st. —*Colfax (Wash. Ter.) Gazette.*

Those land hunters who are so anxious to settle where there is no sagebrush should locate on the beautiful, rolling, grass-covered foothills of the Cowyhee. That is a beautiful grain and dairy country, and the best of health is enjoyed by those who have settled. Timber, grass, water, rich soil and pure air make a happy and prosperous community. There is considerable government land subject to entry in the vicinity, and irrigation is not necessary on the hills. —*North Yakima (Wash. Ter.) Farmer.*

TACOMA has done more building during the past twelve months than all the other towns on the Sound combined; and this, too, in a season of unparalleled depression throughout all this country. This certainly means something. Notwithstanding this fact there are less empty buildings in the city than there were one year ago. This also means something. There is now more activity in building and in real estate, although we call it unusually dull, than in any other place in Western Washington. Still there is no boom—simply the natural result of circumstances and the effect of business combinations which are centering here. —*Tacoma News.*

GOV. WATSON C. SQUIRE, of Washington Territory, is going into the cattle raising and dairy business on a large scale, and has recently purchased two car loads of blooded stock. He has just completed the finest milk house in the Territory on one of his dairy farms, near Renton. The house is two stories high and furnished with all the latest modern improvements and patent devices for keeping milk pure and sweet. He intends shortly to stock one of his farms with Holstein-Friesian cattle, and will make a start in that direction at once. The governor has one of the finest dairy farms on Puget Sound, and intends putting it in a condition to yield him a handsome revenue.

TACOMA SOUTHERN RAILWAY.—At Tacoma in June articles were filed incorporating the Tacoma Southern Railway Company, who state that the object of the corporation is to lay out, construct, equip, operate and maintain a railroad with all the necessary appurtenances thereunto belonging. The trustees of the new corporation are Messrs. Thomas F. Oakes, vice president of the Northern Pacific Railroad; J. M. Buckley, assistant general manager of the Northern Pacific Railroad; Nelson Bennett, Charles P. Masterson and Wm. D. Tyler. The road is to run from Tacoma in a southerly direction toward the Cascade Mountains, through the magnificent timber and mineral lands in that direction. Just how far it is to extend is not yet determined. The location of the road is still in progress.

SHEEP IN THE TETON COUNTRY, MONTANA.—The sheep industry of the Teton country and its tributaries is assuming proportions which is alarming the cattlemen. Sheepmen control many of the Teton tributaries entirely, and have control of considerable portion of the main stream itself. I believe there is a larger number of sheep in a smaller area in the Teton country than elsewhere in the Territory. Previous to this season's increase the number, on a close estimate, was 100,000 head. This number will be greatly augmented by the increase this season, which is large, many of the flockmasters claiming over one hundred percent. Much of the Teton country is peculiarly adapted for successful sheep raising, and I predict that in a very few years the entire country will be given over unreservedly to the wool grower and farmer. With this desideratum this will become one of the wealthiest portions of Northern Montana. —*Correspondence Great Falls Tribune.*

THE MONTANA CENTRAL.—A local railroad man who is posted on the situation says that the Northern Pacific will receive this year between \$750,000 and \$1,000,000 in freight and passengers more than would have been the case had the Montana Central not commenced operations in Montana. In addition to the large number of workmen and others who have been attracted to Montana by reason of the building of the Montana Central, there is a vast quantity of rails which the Northern Pacific will bring from its eastern terminus, amounting to several hundred tons, besides the hauling of bridge timber, etc., from various points along the line. The active work of tracklaying will not commence until some time in July. The tracklayers' contract is for about one hundred and twenty miles, including the Rimini branch, but they will not be able to complete all of it this year. Tracklaying will continue until December. —*Helena Independent.*

#### NORTHERN PACIFIC EARNINGS.

OFFICE OF THE NORTHERN PACIFIC R. R. CO., }  
NEW YORK, June 3, 1886.

To the Editor of The Northwest Magazine:

I hand you herewith a statement of the approximate gross earnings of the Northern Pacific Railroad Company as follows:

	1884-5.	1885-6.	Increase.
Miles: Main Line and Branches	2,453	2,778	325
Month of May	\$901,100.42	\$952,839.00	\$51,738.58
July 1st to May 31st	10,221,642.35	10,622,329.18	400,686.83

R. L. BELKNAP, Treasurer.

#### PRICES OF LEADING NORTHWESTERN STOCKS.

Messrs. Gold, Barbour & Swords, 18 Wall Street, New York, report the following closing quotations of miscellaneous securities, June 24th:

	Bid.	Asked.
Northern Pacific 1st Mortgage Bonds	119	119 1/2
" " 2d	100 1/2	100 3/4
" " P.d'Oreille Div	104 1/2	105
" " Missouri Div	104 1/2	105
" " Dividend Certificates	96 1/2	96 3/4
St. Paul & Duluth, common	57	59 1/2
" " preferred	113 1/2	115
Northern Pacific, common	27 1/2	27 3/4
" " preferred	59 1/2	59 3/4
Oregon Transcontinental	33 1/2	33 3/4
Oregon Railway & Nav.	107	107 1/2
Oregon Transcontinental Bonds	102 1/2	102 3/4
Oregon Railway & Nav. 1sts	113 1/2	114
St. Paul & Northern Pacific 1sts	118	120
Northern Pacific Terminals	108 1/2	109 1/2
James River Valley 1sts	109 1/2	109 3/4

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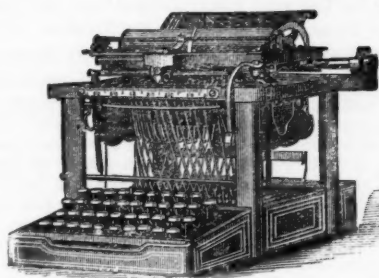
Dealers in all kinds of  
COUNTY, MUNICIPAL AND SCHOOL BONDS.

Agents for

The Dundee Mortgage and Trust Investment Company of Scotland.  
The Dundee Land Company of Scotland.  
The Red River Land and Water Power Company.  
The Fergus Falls Gas and Mill Company.

"I advise parents to have all their boys and girls taught shorthand writing and type-writing. A shorthand writer who can typewrite his notes, would be safer from poverty than a great Greek scholar."—CHARLES READE, on "THE COMING MAN."

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These machines have become an absolute necessity and the man who persists in using a pen when a Type-Writer could be used is not wise.

They are manufactured as well as sold by WYCKOFF, SEAMANS & BENEDICT.

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Gen. Mortgage and Land Grant Gold 6 per cent bonds, due 1921  
Northern Pacific R. R. Co.  
Pend d'Oreille Div. First Mortgage 6 per cent bonds, due 1919  
Northern Pacific R. R. Co.  
Dividend bonds, 6 per cent annually, due 1888.

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National German American Bank. ST. PAUL, - MINN.

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All classes of Negotiable Securities bought and sold, and advances made on same.  
Northern Pacific First Mortgage, Missouri and Pend d'Oreille Division Bonds and Preferred Dividend Certificates bought and sold.

#### G. G. BROWN, Real Estate & Loans HOUSES AND LOTS In all parts of the city. Also special attention to Farm and Garden Lands. Correspondence solicited. 309 Jackson St., ST. PAUL, MINN.

## Rest.

[This beautiful poem was written by Father Ryan, the poet priest of the South, shortly before his death in Louisville, Ky.]

My feet are wearied, and my hands are tied,  
My soul oppressed—  
And I desire, what I have long desired—  
Rest—only rest.

'Tis hard to toil, when toil is almost vain,  
In barren ways;  
'Tis hard to sow, and never garner grain,  
In harvest days.

The burden of my days is hard to bear,  
But God knows best;  
And I have prayed, but vain has been my prayer,  
For rest—sweet rest.

'Tis hard to plant in spring and never reap,  
The Autumn yield;  
'Tis hard to till, and when 'tis tilled to weep  
O'er fruitless field.

And so I cry a weak and human cry,  
So heart oppressed;  
And so I sigh a weak and human sigh,  
For rest—for rest.

My way has wound across the desert years,  
And cares infest  
My path, and through the flowing of hot tears  
I pine for rest.

'Twas always so; when but a child I laid  
On mother's breast  
My wearied little head; e'en then I prayed,  
As now, for rest.

And I am restless still; 'twill soon be o'er;  
For, down the west  
Life's sun is setting, and I see the shore  
Where I shall rest.

## HOME INTERESTS.

## THINGS WORTH KNOWING.

**CLEAN THE GLASS OF PICTURES** by dipping a cloth into alcohol and water and then into whiting, and rub over it, and wipe dry with a silk handkerchief.

**STRAW MATTING** should be washed with warm salt and water; wring out a soft cloth in it and apply quickly, not wetting the matting much, only enough to take out the dust and stains.

**AN EFFECTIVE DECORATION** for the table is a centre piece one-third its width and two-thirds its length of rich green moss, down the centre of which are glorious great paucias massed as thickly as possible.

**LEMON JUICE AND SALT** will remove ordinary iron rust. If the hands are stained there is nothing that will remove the stains so well as lemon. Cut a lemon in half and apply the cut surface as if it were soap.

**CLEAN CANE CHAIRS** by saturating the cane well with a sponge and hot water, using soap if necessary; then put it in the open air or in a good current of air, and as it dries it will tighten and become as firm as when new.

**TO SERVE AGAIN.**—Boiled or fried fish can be reheated with two table-spoonfuls of cream, a dessert-spoonful of butter, a chopped onion, a teaspoonful of ginger and three table-spoonfuls of vinegar. Boil for ten minutes and serve for breakfast.

**PINEAPPLE FRITTERS** are a dainty dish. Peel the pineapple, taking care to remove all the eyes; cut in slices and remove the core; dip in batter and fry a delicate brown. They may be eaten with a sauce made of sugar boiled to a syrup and flavored to taste.

**BANANA CHARLOTTE** is simple and refreshing. The sides of a quart mould are to be lined with sponge cake, and the bottom of the mould with thin slices of bananas. Fill the mould with stiff whipped cream. Set it aside in the ice box till wanted. Remove carefully from the mould and serve.

**JAPANESE UMBRELLAS** of irregular shape are to be had for the adornment of that ugly but necessary accessory of the house with stoves—the fireboard. They have an extra spring, which bends the umbrella at right angles to the handle, which is inserted in the stovepipe hole and thus held firmly in position.

**CONVENIENT MEASURES.**—One pint of flour is called a pound a table-spoonful of butter is an ounce, a level cupful of sifted sugar is half a pound, but for pulverized sugar, which is lighter, the cup must be heaped very high. One pint of finely chopped meat is estimated as a pound.

**JAPANESE FOLDING FANS** are coming more and more into vogue for decorating. These bright paper trifles are disposed about the house in every imaginable manner. A wastepaper basket, mounted on bamboo supports, is set off with open fans of different sizes, with here and there a bow of bright ribbon. Care should be taken to secure harmony of colors.

**CONVENIENT SACHETS** for holding night dresses are made of pique linen, moccie or crash. They may be embroidered or braided according to fancy. The material should be folded eighteen inches square, and should allow for a flap of eight or twelve inches in length, as desired. These sachets are very pretty made of drawn work in linen and lined with a color.

**THE CLEANEST AND MOST POLISHED FLOORS** have no water used on them at all. They are simply rubbed off every morning with a large flannel cloth, which is steeped in kerosene oil once

in two or three weeks. Shake clean of dust, and with a rubbing brush or stubby broom go rapidly up and down the planks (not across). In a few rubbings the floor assumes a polished appearance that is not easily defaced by dirt or footprints.

**CHOOSE WALL PAPER.**—Light wall paper should be chosen on a sunny day, and dark paper in a somewhat shaded corner. The reason for this is that the light paper is lighter and reflects brightness, and the dark paper is really darker on the wall than when one side only is shown in the lighted room. It would be well if paper hangers had a corner rack, that is, one with a right angle in it, to judge of the reflections from two walls of any sort of paper.

## Overworked Women.

The *Sanitary Magazine* has the following sensible remarks concerning the very prevalent tendency among American women to overwork themselves in their desire to keep their homes in irreproachable order:

Nothing is more thoroughly mistaken than the idea that a woman fulfills her duty by doing an amount of work that is far beyond her strength. She not only does not fulfill her duty, but she most signally fails in it; and the failure is truly deplorable. There can be no sadder sight than that of a broken-down, overworked wife and mother,—a woman who is tired all her life through. If the work of the household cannot be accomplished by order, system and moderate work, without the necessity of wearing, heart-breaking toil, without making life a treadmill of labor, then for the sake of humanity, let the work go. Better to live in the midst of disorder than that order should be purchased at so high a price,—the cost of health, strength, happiness, and all that makes existence endurable.

The woman who spends her life in unnecessary labor is by this very labor unfitted for the higher duties of home. She should be the haven of rest to which both children and husband turn for peace and refreshment. She should be the careful, intelligent adviser and guide of the one, and the tender confidant and helpmeet of the other. How is it possible for a woman exhausted in body, and, as a natural consequence, in mind also, to perform either of these offices? It is not possible. The constant strain is too great. Nature gives way beneath it. She loses health and spirit and hopefulness, and more than all, her youth, the last thing that a woman should allow to slip from her; for, no matter how old she is in years, she should be young in heart and feeling, for the youth of age is sometimes more attractive than youth itself.

To the overworked woman this green old age is out of the question. Her disposition is often ruined, her temper soured, her very nature changed by the burden which, too heavy to carry, is only dragged along. Even her affections are blunted, and she becomes merely a machine,—a woman without the time to be womanly, a mother without the time to train and guide her children, a wife without the time to sympathize with and cheer her husband, a woman so overworked during the day that when night comes her sole thought and most intense longing are for the rest and sleep that will probably not come, and even if they should that she is too tired to enjoy. Better by far let everything go unfinished, and live as best she can, than entail on herself and family the curse of overwork.

## Food in Its Relation to Health.

From Cassell's Family Magazine.

The first meal of the day, or breakfast, is in this country—with those in health, at all events—a fairly substantial one, although some people try—but, thank goodness, try in vain—to assimilate French and English customs in regard to breakfast. France and its folks are different from England, with its solid men and women. Its climate is different from ours; its notions as regards eating and drinking can never be engrafted on English bond and muscle.

Yes, breakfast ought to be a hearty one, eaten early in the morning, and eaten slowly, so as to preclude the possibility of eating too heavily, which would materially interfere with the business of the day.

A man or woman who is no breakfast eater must either be a heavy—over heavy—supper eater, or be in a bad state of health. A person who requires the stimulus of a cup of tea or any other stimulus or stimulant whatever before partaking of solid food is not in the hey-day of health. I like to see a man have his breakfast first, and then feel round for his

cup of coffee, tea or chocolate. I have known the strongest and healthiest of men positively forget all about the liquid part of their breakfast, and leave the table without it. I have known men who scarcely ever touch a drop of liquid of any kind from one week's end to another, and who, nevertheless, were in ruddy and robust health.

What a person eats for breakfast often gives me a clew to the state of his health. One example: if while sojourning at a hotel, I see a man come down to breakfast between 10 and 11 and sit down to deviled kidneys with plenty of sauce—piquant—and perhaps one poor, puny egg to follow, I would be willing to aver that he carries a white tongue, and that his liver sadly needs seeing to.

Ham and eggs, bacon and eggs or a beefsteak or underdone chop, with boiled eggs to follow, and then a cup of nice tea, is a sensible breakfast for a man who is going away out into the fresh air to walk or ride or work till noon, but not for a person who has to sit all day in the same position at manual labor. I emphasize the word manual because intellectual or mental work conduces to appetite. An author hard at his desk, if his ideas be flowing freely, if he be happy at his work, and time flying swiftly with him, soon gets hungry, which only proves that we must support the body well when there is a strain upon the mind, so that no extra expenditure of tissue may lead to debility.

Cheerful conversation insures the easy digestion of a good breakfast. It is a pity that in this country the custom of inviting friends to the matutinal meal is not more prevalent. It may seem a strange thing to say, but I would ten times sooner go out to breakfast than to dinner. One is, ought to be, freshest in the morning; he then needs no artificial stimulus to make him feel bright, witty, happy, as he too often does after the duties of the day are over.

The midday meat or luncheon to those who dine in the evening and who have work to do in the afternoon should be a light one. I am not quite sure that I do not quite approve of the city "snack." It puts one past; it sustains nature; it leaves the mind free to think and to do its duty, and, above all, it enables the stomach to have a rest before the principal meal of the day.

Now, about this meal, I have to say that, if partaken alone by one's self, it ought to be an abstemious one. Even in company it need not be a heavy one. No matter how many courses there are, there is not the slightest necessity of making too free with them.

But it is a fact, which everyone must have felt, that even a moderately heavy meal is quickly and easily digested, if accompanied with and followed by a witty or intellectual and suggestive conversation.

"I'm a dyspeptic; I must not dine out," I have heard a gentleman more than once remark.

Well, my impression is that it does dyspeptics a deal of good to dine out, if they can eat in moderation and judiciously, never being tempted to call in the aid of artificial stimulus to enable them to do as men of more robust physique are doing around them.

**THE MANAGEMENT OF LAMPS.**—To insure good light, the burners of petroleum lamps should be kept bright. If they are allowed to become dull the light is uncertain, and, owing to the absorption of heat by the darkened metal, smoke is the result. Once a month place the burners in a pan, covering them with cold water, to each quart of which a table-spoonful of washing soda should be added, and also a little soap. Boil slowly for one or two hours, and at the end of this time pour off the blackened water. Then pour enough boiling water into the pan to cover the burners, adding soap and soda in the same proportions as before. After boiling again a few minutes, pour off the water, rinse the burners with clear hot water, and rub dry with a soft cloth. The burners must be perfectly dry before the wicks are introduced. Should the wicks become clogged with the particles of dust floating in the oil, and new ones not be desired, they may be boiled in vinegar and water, dried thoroughly, and put back in the burners. If wicks have done duty all winter they should be replaced by new ones in the spring. Nickel burners may be boiled as well as brass ones. Time spent in the care of lamps is never wasted. A perfectly clean lamp that gives a brilliant light is a great comfort. What more cheerless or depressing than an ill-kept lamp, which gives forth an unsteady, lurid, sight-destroying flame. The paper roses, guilder roses and chrysanthemums, so popular for decorative purposes, are admirable for placing in the lamp chimneys to keep out the dust during the day, and the wicks should be turned a little below the rim of the burner to prevent exudation of the oil.—*New York Commercial.*



**IN YOUR JOURNEYINGS****DON'T FORGET****THAT** THE CHICAGO & NORTHWESTERN RAILWAY runs **DINING CARS.****THAT** These DINING CARS are built and fitted up without regard to cost, but with special reference to securing the greatest possible luxury, convenience and comfort to the patrons of this Road.**THAT** The Meals served on these cars are, in point of preparation, service and variety, equal to those served by any first-class hotel.**THAT** "Fifteen Minutes for Dinner" is rapidly sinking into oblivion on this Road.**THAT** These cars are now run on all trains between Chicago and Council Bluffs (Omaha), and Chicago and St. Paul and Minneapolis, and on four trains between Chicago and Milwaukee.**THAT** The SLEEPING CARS and DAY COACHES run by this line are unequalled for cleanliness and comfort.**IN SHORT,****THAT** If you are going to travel, and want the best accommodations known to modern Railways, the NORTHWESTERN is in a position to give them to you.**All Agents Sell Tickets via this Line.****R. S. HAIR, Gen'l Pass. Agt.  
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For notices in reference to special excursions, changes of time, and other items of interest in connection with the CHICAGO, MILWAUKEE &amp; ST. PAUL RAILWAY, please refer to the columns of the daily papers.

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SOUTH and SOUTHWEST.****MANY HOURS SAVED, and the ONLY LINE running TWO  
TRAINS DAILY to KANSAS CITY, LEAVENWORTH, and  
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St. Paul & Duluth Railways, from and to all points NORTH  
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LOUIS RAILWAY are composed of Com-  
fortable Day Coaches, Magnificent Pullman Sleeping Cars,  
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PALACE DINING CARS.****150 LBS. OF BAGGAGE CHECKED FREE. Fare always as  
Low as the Lowest! For Time Tables, Through Tickets, etc.,  
call upon the nearest Ticket Agent or write to****S. F. BOYD,****Gen'l Ticket and Pass. Agt., Minneapolis, Minn.****BARLOW'S INDIGO BLUE.**Its merits as a WASH BLUE have been fully tested and in-  
dorsed by thousands of housekeepers. Your Grocer ought to  
have it on sale. Ask him for it.**D. S. WILTBERGER, Prop.,****233 N. Second St.,****PHILADELPHIA, PA.****Notes from Seattle.****The Seattle Times.**—Frank Montgomery, late editor of the Seattle Chronicle, and Frank Bauerlein, late local on that paper, have established the Times, a daily evening journal devoted to the development and the resources of Puget Sound. The Times is lively, attractive, and breathes loyalty in every line.**The Black Diamond Coal Mining Co.,** of King County, was established in 1885. They made their first shipment in April of that year. The cost of plant was \$500,000, employs 300 men, mined 85,000 tons of coal last year. The company owns and employs five ships to transport coal to San Francisco. P. B. Cornwell is president.**A New Coal Mine** is about being opened up by Messrs. McNaught, Young & Dishon, in King County, thirty-two miles from Seattle. This firm own one hundred and eighty-eight acres of valuable coal lands, have five leads opened up, one being Peacock lead. Buildings are now being erected and plant established. The coal is of the finest quality of bituminous and gas coal.**The Stetson & Post Mill Company** was established in 1875 and incorporated in 1884. The cost of the plant was \$200,000. This company employs sixty men, and cuts 75,000 feet of lumber a day. The Stetson & Post Mill Company are increasing their facilities, and seeking a market for their lumber in every port of the world. An illustration of their saw and planing mills appeared in our Seattle number.**A Great Mercantile Establishment.**—The great "San Francisco Store" of Seattle has won for itself the reputation of being the leading dry goods house in that city, as well as one of the most prominent on the Pacific Coast, their business being one of great magnitude. This establishment is for Seattle what "Macy's" is for New York, or the "Mannheimer Bros." for St. Paul. In this great store (an illustration of which appeared in our Seattle number) can always be found a large and varied assortment of all kinds of clothing, dry goods, millinery, gents' furnishing goods, carpets, etc., etc. The establishment consists of eight departments, as follows: Dry goods department, fancy goods department, hosiery department, millinery department, gents' department and carpet department, in charge of special salesmen of experience, who understand the business of their departments thoroughly. Messrs. Toklas & Singerman are gentlemen of large experience and great energy, and make it a point to keep up with the times and the dictates of fashion. Orders by mail will receive prompt attention. They have branch houses at Spokane and Olympia, W. T. The main house in Seattle does a large wholesale as well as retail business, making its purchases in the Eastern markets. They are enabled to duplicate San Francisco prices.**A Leading Seattle Jobbing House.**—As an example of Seattle enterprise and push we call attention to the large establishment of Messrs. Harrington & Smith, importers and jobbers in groceries, provisions, hardware, agricultural implements, teas, flour, feed, tobaccos, pipes, etc., etc. The firm, now composed of Messrs. Wm. A. Harrington and Andrew Smith, both popular and public-spirited gentlemen, was established in 1869. At that time there was but little at Seattle to indicate the Queen City of to-day, but already then the town had earned for itself the reputation of a natural distributing point for the country around. At present Messrs. Harrington & Smith do an annual business of about \$500,000. Their establishment is a model one in its way. Railroad tracks run to the rear of their store, and here they receive all their Eastern freight, while just across the trestle work on which the tracks are laid is Harrington & Smith's great wharf. Along nearly the whole length of this immense dock, which is five hundred feet long, are commodious warehouses for storage purposes and the reception of goods. The firm does a large business in the many towns and saw-mill hamlets tributary to Seattle, reached by a multitude of steamers that ply regularly between them and Seattle. Harrington & Smith's wharf is the starting point for a number of these boats, and the scene there is always a busy one. In order to accommodate their large and fast-growing business, the firm are making preparations for the erection of a fine business block, to cost \$40,000, and to be completed this fall. An illustration of it, from the architect's plans, was published in our illustrated number on Seattle.**Rates, 50c. to \$1.50 Per Day****L. DILLER, Proprietor.  
Commercial St., - SEATTLE, W. T.**

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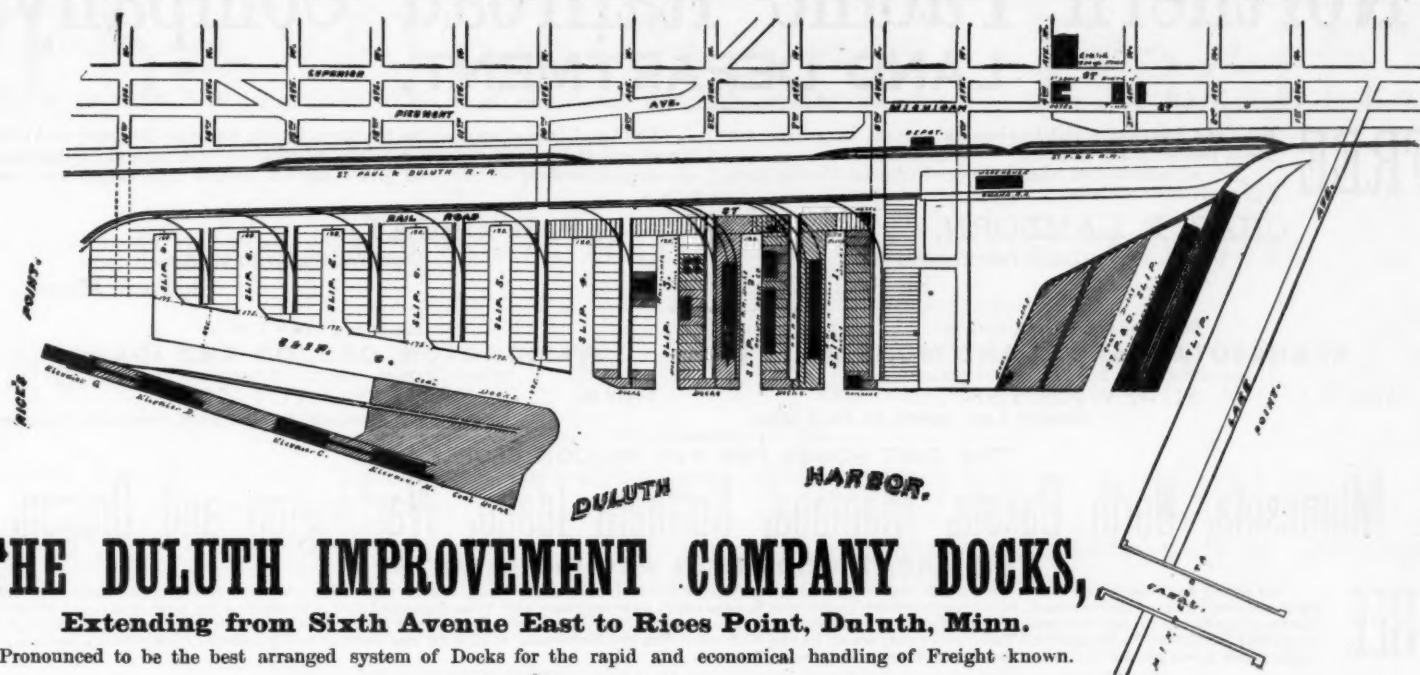


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**Mills Located on these Slips** will have no charges for switching on grain delivered to the mills, or drayage on flour shipped from them by rail or boat, nor will there be any cost of handling coal required for steam-making purposes.

**The Canal, 225 feet wide,** cut through Minnesota Point, enables boats to pass from the lake into these slips and commence the work of unloading or loading within half an hour after leaving Lake Superior.

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**Saving** to merchants, by the arrangement of tracks, all cost of switching and drayage, amounting to many thousand dollars annually; giving to manufacturers advantages that of themselves will amount to a handsome margin on their business.

**Property on the Slips** may still be had for wholesale houses, for warehouses, for retail merchants, for manufacturing enterprises, etc.

**Fifteen Hundred Thousand Dollars** will be spent during the coming season by railroads and other corporations for permanent improvements on these docks. The St. Paul & Duluth slips are shown on the left of the cut. The Northern Pacific Railroad Company is putting in its elaborate system of docks on the west side of slip No. 1, and the Omaha its system on the west side of slip No. 2. On the east side of these slips warehouses are being built by private parties, and most of the property on slip No. 3 has also been sold for improvement. Other railroads, appreciating the advantages that will result from terminal facilities in the business portion of the city, are also negotiating for ground on this property, and the same is true of several manufacturing enterprises.

**Railroad Street,** at the base of these slips, will be a dead level plank way, seventy feet wide, extending from Sixth Avenue to Rices Point, making it prospectively second only to Superior Street, with which it connects at Sixth and Tenth avenues, and this is intended to become the main thoroughfare between Rices Point and Duluth proper.

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in Minnesota, and Dakota east of the Missouri River and within easy reach from established railroad stations on the line of the Northern Pacific Railroad and its branches are now being sold at lower prices than those asked by the Government for adjoining sections.

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Are that settlement is not made a condition of purchase; there is no delay in acquiring title to the lands purchased; and the preferred stock of the Northern Pacific Railroad Company is received at par in payment of principal and interest upon lands in Minnesota and Dakota EAST of the Missouri River. The Northern Pacific Railroad lands are sold on very easy terms to actual settlers under the

### TEN YEAR CREDIT PLAN.

This applies to all agricultural lands in both the Eastern and the Western Land Districts. Under this plan settlers will be required within one year from the date of purchase to build upon the land they may select, and also to break and cultivate not less than ONE-TENTH of the land during each of the first three years. The terms of payment are, one-tenth cash; at the end of the first year interest on the unpaid balance only; at the end of each of the next nine years, one-tenth of the principal, together with 7 per cent interest.

The Agricultural Lands of the Company are also for sale on the

### FIVE YEAR CREDIT PLAN WITHOUT ANY REQUIREMENT AS TO SETTLEMENT.

**WISCONSIN, MINNESOTA, NORTH DAKOTA AND MONTANA.**—For Lands in Wisconsin, Minnesota, Dakota and Montana, on the five years' plan, the terms of payment are, one sixth cash; balance in five equal annual installments with 7 per cent interest.

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**GRAZING LANDS** in Dakota, Montana and Washington, in tracts of one section and over, are sold on ten years' time, without requiring settlement.

### REBATES ON ALL LANDS IN MINNESOTA AND DAKOTA EAST OF THE MISSOURI RIVER.

A rebate of \$1 per acre will be made for the area broken and put under cultivation within the first two years after the sale.

### REBATES OF RAILROAD FARE

A rebate of the full price of a "One Way Land Ticket" or one-half of the price of a "Round Trip Land Explorers' Ticket" may be applied in part payment for 160 acres or more of the company's land in Minnesota and Dakota.

"Land Tickets" are issued only on orders from the land department to land seekers and actual settlers, good for forty days from date of purchase. These "land tickets" are good only as far west as Dickinson, Stark County, Dakota. The following special round trip rates have been made to the points named below:

<b>BISMARCK, DAK.</b> , round trip rate from St. Paul, Minneapolis, Duluth or Superior.....	\$14.00	<b>COOPERSTOWN</b> .....	\$11.55
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N. P., F. & B. H. R. R.

**NORTH DAKOTA.**

On the N. P., F. & B. H. Branch.

Wahpeton,  
Milnor, Western terminus of the N. P.,  
F. & B. H. R. R.

On the Fargo & Southwestern Branch  
of the N. P. R. R.

Leonard,  
Sheldon,  
Buttsville,  
Lisbon,  
Marshall,  
La Moure, Western terminus of the F.

& S. W. Branch of the Northern Pacific Railroad.  
On the Jamestown and Northern Branch  
of the N. P. R. R.

Melville,  
Carrington, the junction of the Mouse  
River Branch of the J. & N. R. R.  
Sykeston, the Mouse River Branch completed to this point.

New Rockford,  
Edmunds,  
Minnewaukan, the terminus of the  
Jamestown and Northern Branch of  
the Northern Pacific R. R., the Devils  
Lake, and supply point for Turtle  
Mountain and Mouse River country.

On the Main Line of the N. P. R. R.

Mapleton,  
Casselton,  
Windsor,  
Crystal Springs,  
Tappan,  
Menoken,  
Bismarck, capital of Dakota and United  
States land office.

Mandan,  
Marmot,  
New Salem,  
Sims,  
Glenullen,  
Hebron,  
Richardton,  
Taylor,  
Gladstone,  
Dickinson,  
Belfield.

On the Main Line of the N. P. R. R.  
**MONTANA.**

Glendive,  
Miles City, United States Land office.  
Hathaway,  
Forsyth,  
Livingston, junction with the Yellow-  
stone National Park Branch of the  
N. P. R. R.  
Bozeman, United States land office.  
Moreland,  
Gallatin,  
Townsend,

Helena, capital of Montana and United  
States land office.  
Garrison, junction of the Utah and  
Northern Railroad.  
Drummond,  
Missoula,  
Thompson's Falls.

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**IDAHO AND WASHINGTON**

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Trent,  
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Faha,  
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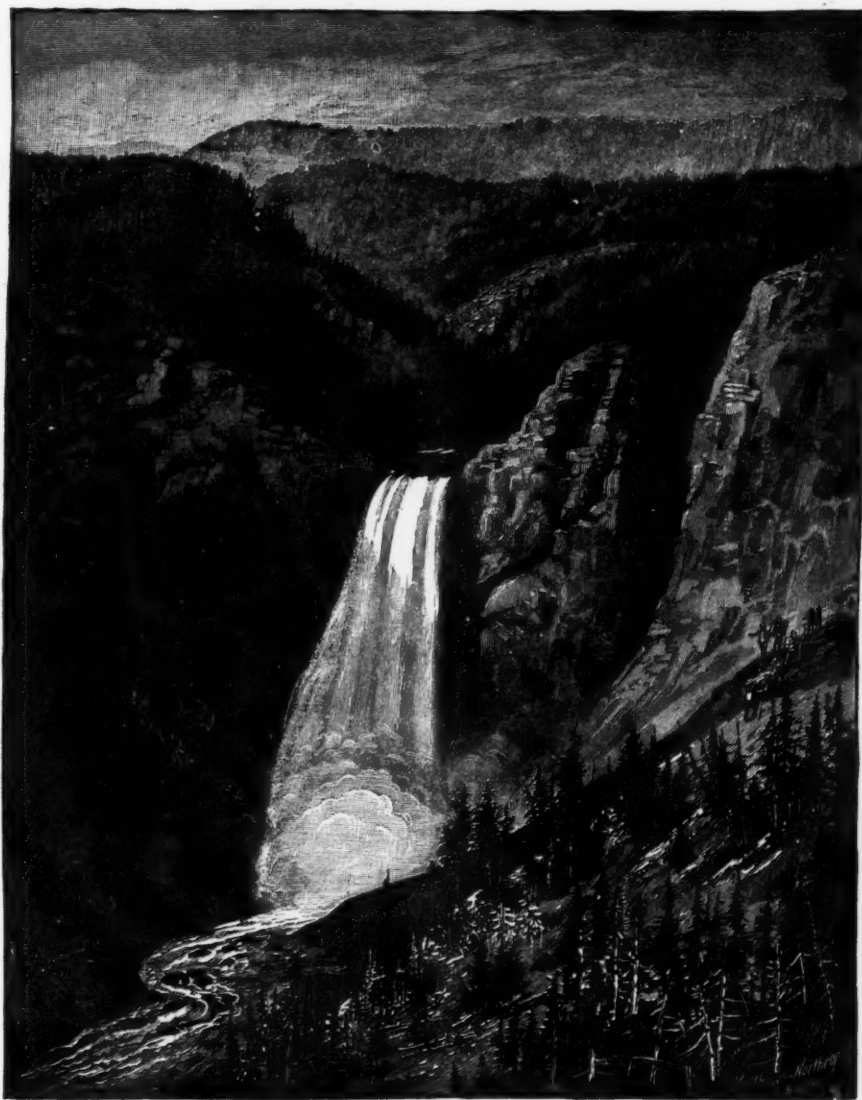
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5th. Meals and Lodgings at Hotels of Yellowstone Park Improvement Company for a five days' trip to Upper Geyser Basin and Great Falls of the Yellowstone.

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**CHAS. S. FEE, Gen. Pass. and Ticket Agt., St. Paul, Minn.**

## A LITTLE NONSENSE.

## The Angler.

The angler to the brooklet hies;  
Puts on his hook the tempting bait  
Of wriggling worms or gaudy flies,  
And for the troutlet lies in wait.

Next day when by his friends besought  
The nature of his luck to state,  
He tells what heavy fish he caught,  
And as before he lies in wait.

—Boston Courier.

There are four hundred known ways in which a horse can be unsound, and yet when you buy one you will find a way not yet catalogued. — *Albany Journal*.

To Clarinetta: Yes, as we understand it, the demisemimillennial loan exhibition will be a full dress affair, not a low necksibition at all. — *Springfield Union*.

Fogg has perpetrated the meanest conundrum yet. He wants to know why Mrs. F.'s mouth is like the Temple of Janus. The brute says it is because it is peace when it is closed, and when it is open it is war. — *Boston Transcript*.

The territorial auditor has issued a book of "instructions to assessors." The average assessor at present will chase a fellow down cellar to get at him, so we can't see that they really need any more instructions. — *Estelline (Dak.) Bell*.

There was a wedding breakfast. The groom to the little girl: "You have a new brother now, you know." "Yeth," responded the little one, "ma sath it wath Lottie's lasth chance, so she had better take it." The rest of the little one's talk was drowned in a clatter of knives and forks. — *Evansville Argus*.

The story is told of our great statesman, Frank Lawler, that, returned once from the East via the Michigan Central Railroad, he got off at Falls View to look at Niagara. After examining it critically for a moment he turned to a bystander and remarked: "Huge, ain't it? I s'pose it runs all night, too." — *Chicago Rambler*.

"My gwacious, Cubleigh, what sawt of a beast have you got theah?"

"It's a bulldog, deah boy, first pwise at the lawst kennel show. My fwihnd Lawd Nogo pwesented him to me, faw wemembwance, don't chew know."

"But pawstively, he's the most tewbly fewocious looking bwute I evah saw. I should be afwaid to go neah him; I should, upon my honaw."

"Theah's no dangaw, I assuah you, deah boy; none whatevaw. I've had his teeth extwacted." — *Town Topics*.

A natural soda lake has been discovered in the southeastern part of Oregon. Now if the proprietors and boomers of that soda lake will only bestir themselves and discover a lake of brandy the legislature will doubtless take measures at once to move the capital out there.

"Mr. Jones," said little Johnny to the gentleman who was making an afternoon call, "can whisky talk?"

"No, my child; however can you ask such a question?"

"Oh! nothing, only ma said whisky was beginning to tell on you."

"It looks like wain, old fellow. I guess we'd bet-taw have a hansom."

"What do you want a hansom for? It's only half a dozen blocks, and you've got your umbrella."

"Yaas, deah boy, but it's my walking umbwellow. I cawn't use it for a wain umbwellow. I could nevaw wap it up again, don't you know." — *Town Topics*.

A Denver man being asked by a member of the congressional committee what he thought of the Chinese question, responded:

"They must git."

"Why?"

"For twenty different reasons."

"Name one."

"Well, four of the infernal heathens salted a silver mine and sold it to me for \$19,000. Anybody who can beat a white man in this country has got to git."

"Yes," said a Frenchman in Paris lately, "I was walking in Place Vendome when a poor woman with two children attracted my attention. They were suffering. I stopped them. The husband had died that morning and they were penniless. I went to their home and there I saw the poor father. I gave them money and left the home of sorrow. I thought when I reached the street that I had not given them enough, and I mounted the three flights of stairs. I knocked at the door, and the poor dead father opened it. I left."

A traveler in Western Iowa, noticing on the wall of the parlor of the hotel the legend, "Ici s'en parle francais," said to the proprietor:

"Do you speak French?"

"French? No. United States is good 'nough fer me."

"Then why do you keep that legend on the wall? That means 'French is spoken here?'"

"Is that so?"

"Certainly?"

"Well, I'm a half breed from up the Misoury if a feller with a wart on his nose didn't sell me that for a Latin motto: 'God bless our home.'"

Perils of Boating on Lake Minnetonka.



JONES.—"Miss Tibs, let's go home."

MISS TIBS.—"Yes, Jones, if you will make it my home too; if not, I shall capsize the boat and you'll be drowned. I can swim, you know, and you can't."

## OF SPECIAL INTEREST.

Our Special Portland Number (November, 1885) — Fifty illustrations of Portland, Oregon.

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